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Shatin	7.03	9.38	10.43	12.13	1.38	4.58	6.03	7.23
Tai Po	7.16	9.49	11.04	12.34	1.49	5.09	6.14	7.34
Tai Po Market	7.31	9.53	11.08	12.38	1.53	5.13	6.18	7.38
Fanning	7.32	10.03	11.18	12.48	2.03	5.23	6.28	7.48
Shenagahui	7.36	10.07	11.22	12.52	2.07	5.27	6.32	7.52
Shumchun	7.42	10.13	11.28	12.58	2.13	5.34	6.39	8.00

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
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Tai Po Market	7.43	8.26	10.59	12.02	3.21	4.38	5.34	6.29
Tai Po	7.48	8.30	11.04	12.07	3.25	4.42	5.38	6.33
Shatin	7.59	8.43	11.17	12.21	3.38	4.56	5.51	6.46
Yau Ma Tei	8.12	8.55	11.29	12.33	3.50	5.08	6.03	6.58
Kowloon	8.20	9.03	11.37	12.41	3.58	5.16	6.11	7.06

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
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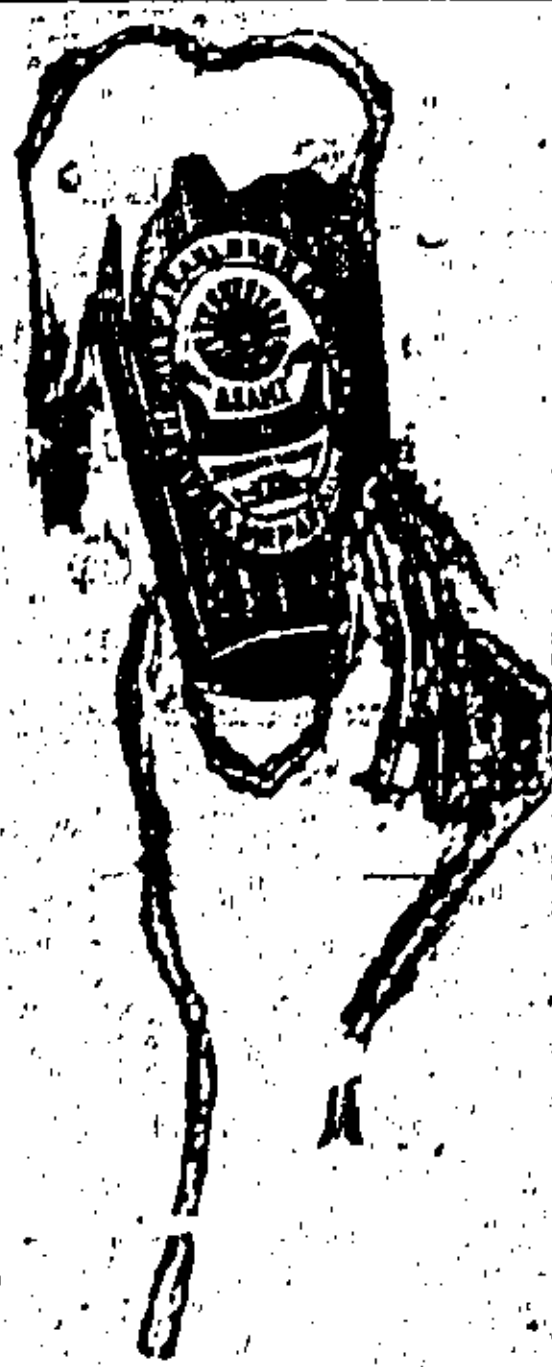
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A NATURALIST IN CHINA.

MR. ARTHUR DE SOWERBY'S NEW
BOOK.

Mr. Arthur De Sowerby, F.R.G.S., F.R.Z., has rendered a real service by his latest book, *A Naturalist's Notebook on China*. Mr. Sowerby has written several books about China, and he states in his preface that this new work may be looked upon as complementary to his *Fur and Feather in North China*, which was devoted almost exclusively to the mammals and birds of the country north of the Yangtze River. However that may be, this new volume seems to contain just what is wanted by the naturalist in China, and particularly those of the amateur status. The ground covered by Mr. Sowerby is amazing in its extent and richness, and while this is scarcely a popular work in the sense that that adjective is applied nowadays to scientific publications intended for the general public it is certainly a most comprehensive guide for anyone with leanings in the direction of natural history in China.

Mr. Sowerby's two opening chapters, entitled "The Voices of the Forest" and "The Heart of the Wild," are calculated to make the exile in the tropics thoroughly homesick. These impressions of the Manchurian forest drive home only too sharply the realization that a man who deliberately leaves behind his own climate, who forsakes a soil rich in the literary and historic tradition of his race, gives up the deepest contentment that life affords, whatever compensations he may find elsewhere.

IMPERIAL HUNTING GROUNDS.

Putting aside vain regrets, and returning to the pleasant paths which may be traced in Mr. Sowerby's book, one may note a most interesting chapter on the natural history of the Imperial Hunting Grounds. This preserve of the Manchian Emperors, comprising several thousands of acres, at one time sheltered the Peking stag, the tiger and black bear, and many smaller creatures such as the wild goat, the roe and the fox. These woodlands have provided in effect a wild beast and bird sanctuary, since the Imperial hunting expeditions ceased more than fifty years ago, and the forest guards kept the woods inviolate against the hunter and woodsman. Soon after the Hunting Grounds were thrown open to the public Mr. Sowerby organised a party to explore them, and the fruits of his journey are contained in this chapter. The sad fate that has overtaken this sanctuary is described by Mr. Sowerby in these words:—"Since the Revolution, however, the Hunting Grounds have been thrown open to the Chinese farmer and settler, the old Imperial family, who are still the owners, and being in need of funds, having found this an easy means of raising money. The settlers have been rapidly cutting away the forests, and professional hunters have come in and killed off the greater part of the game and other wild animals, and to-day the whole face of the land is turned from woodlands to smiling farmlands, and only in the more inaccessible parts of the mountains and deep ravines is anything left of the old forests and their denizens."

CHINA PONIES.

Racing enthusiasts will be interested in Mr. Sowerby's researches into the pedigree of the China Pony. Discussions have taken place in racing circles as to whether the past standard of racing ponies on racecourses in China is to be maintained, and if so, how is it to be managed with the increasing difficulty of securing first-class animals of a pure breed, and how racing is to be kept within the means of the average member of the race clubs. Mr. Sowerby points out that these discussions have centred to a considerable extent on the question of what the China Pony really is and he says, referring to this hardy little animal, "He is called the 'China Pony,' which name presumably dates from the time when foreigners first came to China and bought ponies from local native dealers without knowing that they all came from Mongolia. There are real China ponies, that is to say, ponies that are born and bred in China and belong to breeds that are indigenous to the country, but these come from the west, and are small, and are never used for racing, and seldom for any other purposes, except for children to ride, by Europeans in China. Thus the 'China Pony' is in reality a 'Mongol Pony,' and while we may continue to use the old name we should never lose sight of this fact. The real questions to be determined are whether or not the ponies that are reared throughout the length and breadth of Mongolia can be considered as conforming to one type, and, dependent upon that question, whether or not the ponies that have been reared in China up to date have all been of one type, and that the same type is the one found in Mongolia." Finally Mr. Sowerby enumerates what he believes to be eleven characteristics of a pure-bred China Pony.

(Continued on next Column).

NAVAL INTELLIGENCE.

On August 31st Captain the Hon. Arthur Stopford, C.M.G., began temporary service in the Naval Intelligence Division at the Admiralty. Captain Stopford was until recently in command of the aircraft-carrier *Hermes*. Commander C. W. Tinson, O.B.E., who was appointed to the *Dryad*, navigation school ship at Portsmouth, from August 31st until September 25th, commanded the surveying ship *Troquois* in China for three years before last February.

The Japanese cruiser *Iwate* will make an extended cruise during the winter for the training of naval cadets. In the course of this she will visit Hongkong at the end of November, Singapore in December, and during the first three months of 1926 will cruise in Australian and New Zealand waters. The ports at which she will call, staying from four to six days at each, are Fremantle, Adelaide, Melbourne, Hobart, Sydney, Wellington, and Auckland. The *Iwate* is an English-built ship, having been launched by Messrs. Armstrong, Whitworth & Co., on the Tyne in 1900. Originally an armoured cruiser, she is now classed as a coast defence vessel.

Arrangements have now been completed for the opening of the troping season at Southampton. Six vessels are preparing for a busy time, which will last until the spring. The *Derbyshire* will make the first sailing. She was to leave Southampton on September 2nd for Bermuda and Jamaica. Returning to Bermuda she will make for Malta and Port Said, and then on to Colombo, Hongkong, and other Far Eastern ports.

The appointment, dates from August 29th of Paymaster-Commander L. S. Brown to be Secretary to the Rear-Admiral and Senior Naval Officer in the Yangtze. Promoted in January last, while serving as Secretary to the Captain-in-Charge at Portland, Paymaster-Commander Brown served in the war on the staff of Admiral Sir George Patey, in the *Australia*, *Leviathan*, and *Cesar*, and also in the Australian cruiser *Melbourne*, while in 1918 he was secretary to Rear-Admiral E. F. Bruen in the *Minotaur*. He succeeds Paymaster-Lieutenant-Commander E. A. Symes, who has served during the two years that Rear-Admiral D. Murray Anderson has held the command. The latter is now being succeeded by Rear-Admiral J. E. Cameron, C.B., M.V.O., Paymaster-Lieutenant (C. W. Best, from the Commodore's office, at Portsmouth Naval Depot, is also appointed to the gunboat *Bee* to assist the Secretary.

The new Secretary to the Rear-Admiral (S) will be Paymaster-Commander H. L. Jackson, C.B.E., who was promoted in April last, after serving in the aircraft-carrier *Pegasus* on the China Station. The cruiser *Dionede*, Captain C. E. Kennedy-Purvis, arrived at Portsmouth on August 29th from China. The place of the *Dionede* has temporarily been taken by the *Concoed*, Captain A. R. W. Woods, D.S.O., from the Mediterranean, until such time as the large cruiser *Vindictive*, Captain G. F. Hyde, R.A.N., arrives on the station. The *Dionede* will be transferred to the New Zealand Government, which a year ago offered to maintain a second cruiser of the same type as the *Dunedin*, already out there.

FRESH WATER FISHES.

In dealing with the freshwater fishes of China, and the possibilities of sport in the country, Mr. Sowerby remarks:—"The point may be emphasised once more that the reason why good fishing is not usually to be had in China is that the Chinese themselves go in for fishing in far too intensive a manner, the result being that the denizens of the lesser water ways, where alone the angler might reasonably expect to obtain the sport he seeks, are rendered altogether too shy to be tempted. Such large fish as do occur owe their very existence to their caution or cunning in avoiding the ubiquitous Chinese fisherman, and it is not likely that they are going to succumb to the wiles of a European sportsman, be he never so adroit. It is only in the deep water of the larger rivers and lakes that sizeable and unsophisticated fish, such as might easily be taken in the approved sporting manner, are to be found. Sometimes, however, these large fish are carried by floods across country, and as the waters subside find themselves in canals, creeks, small streams, or even in ponds, and it is then that those keen on fly-fishing and angling generally might try their luck with the best prospect of success. Such was certainly the case in the vicinity of Tientsin, for after the great flood of 1917, various local enthusiasts made some fine catches of really large fish in the creeks and ponds round the Race Course, which fish had undoubtedly been left there by the flood waters."

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[108]

OUR LONDON LETTER

THE CASH VALUE OF A FIRST-CLASS FOOTBALLER.

MAKING A START WITH THE NEW CRUISERS.

[FROM OUR OWN CORRESPONDENT.]

ROYALTY ON HOLIDAY.

As at present arranged King George will remain in residence at Balmoral until the first week in October, but the Queen will probably come back to London at the end of this month. Her Majesty is not much interested in the sports and pastimes of the Highlands, such as shooting and fishing, and more particularly she has a dislike to the cold days which are generally experienced in the early Autumn on Decade.

While at Balmoral the Queen spends most of her days in the garden and in visiting the representatives of the several ancient Scottish families who live in the neighbourhood of Balmoral Castle. These visits, as a matter of fact, are another proof of the infinite tact of Queen Mary. A good many of the old Scottish families are now in such circumstances, because of the consequences of the war, that they cannot afford to play the old-time prominent part in the social world, and the kindness of the Queen in paying them little informal visits is therefore all the more greatly appreciated.

SEMI-EMPTY AWAY.

This week the Russian Textile Syndicate which, as mentioned in a previous letter, has been here to try and induce manufacturers to give goods on credit to the extent of millions of pounds have left en route for Russia. They have returned home without having obtained what they expected. It is putting it mildly to say that they are disappointed. This is not because they have any special love for British industrialists, but because they had hoped for confidence in Russian promises to pay at future dates. They discovered that the record of the Soviet Government is decidedly embarrassing. Bad as British manufacturers want trade, they are not so simple as to overlook the subversive actions of the Soviet in all parts of the world.

The spokesmen of the Russian delegation declared on the eve of their departure that it is the British banks which refused to give credit. But they knew the attitude of the banks perfectly well before they left Moscow. Until the Russian Government are ready and willing to honour Russia's debts and make reasonable preparation for their discharge Russia will be regarded as an undesirable customer. Who wants to do business with a defaulter who glories in his dishonesty? My own belief is that the Soviet Government have been misled by the constant plea of the Labour leaders here to trade with Russia on terms of credit. Moscow imagined that the desire for orders that would give employment in England would overcome the distrust that they must know exists concerning Russian good faith.

HAMLET IN PLEASURES.

Hamlet in knickerbockers—plus four to be precise—is a nine days' wonder in London; and is drawing crowds to the Kingsway Theatre. That is naturally to be expected; but the curious fact is that many of the critics who went to the play to curse remained to bless. They found that although the poetry of the play may have suffered in such an up-to-date, colloquial atmosphere, the dramatic human issues of the story gained in force.

Mr. Colin Keith-Johnston, a young actor who plays Hamlet, has declared that "We have shown that the real clothing Shakespeare provided for his characters was not their hose, their mantles, their garters, but their thoughts, their emotions, their sufferings, and their joys. In brooding upon the skull in my plus fours I am like any serious-minded fellow of to-day who has just a touch of melancholy in him."

There is an element of truth in this; but all the same I am on the side of Mr. Henry Baynton, who recently played Hamlet for the thousandth time. He admits, in an interview, that he found the Kingsway performance "remarkable, even epoch-making," but he complains that "it is not Shakespeare," and that "one of the greatest plays ever written has been converted into modern melodrama."

NEW CRUISERS AND PRIVATE YARDS.

It is good news to the North that of the first four new cruisers—of which two are to be laid down in December and two early next year—two are to go to the private yards.

It is anticipated that the North-East Coast and the Clyde, which are the worst sufferers from unemployment, will get one apiece. In addition, towns like Sheffield will benefit from the fact that machinery and equipment for all four, including the two to be laid down in the Royal dockyards, will be supplied from private works. Four destroyers are also to be given out to tender.

I hear it said that Lord Colwyn, Lord Bradbury, and Lord Chalmers, who compose the committee which is going into the question of economies in the fighting Services, will watch carefully the comparative cost of building war vessels in Government and private yards. The latter claim to be much cheaper, as well as more expeditious. At the same time, there are substantial reasons for keeping the Government dockyards going steadily, as a safeguard for the taxpayers' interests.

THE FOOTBALL SEASON.

This week sees the opening of the football season in Britain, the winter game beginning almost before cricket has ended. For the next seven months a vast proportion of the population of this country will be engrossed with the fortunes of the various clubs and the leading players.

But what a pity it is that football has got so much into the grip of professionalism! The "stars" are bought as wealthy folk buy pedigree bulls. Recently the Arsenal bought the illustrious Buchanan from Sunderland for £3,000 down and £100 more for every goal that Buchanan scores for his new club this season. The transaction is indicative of the spirit in which the football is played in these days, and no wonder the best friends of the game are uneasy.

PERPLEXING PROBLEMS.

One writer, referring to the foregoing "deal," asks what may be supposed to be the workings of a player's mind in front of goal? His conscience tells him that ought to pass, but Mammon whispers in his ear that if he does not score the goal with his own foot hang on a hundred pounds away from his old friends in Sunderland. What of the other cases in which the voice of conscience is not clear—cases in which it is quite an open question whether to pass or to shoot? Is a forward to be saddled, at one of these exacting moments, with the additional responsibility of whether Sunderland shall gain £100 or The Arsenal save it?

This is amusing, but, of course, the fact is that all football is, at its best, essentially a matter of team play, and therefore a wrong sort of force seems to be set in motion by any financial arrangement which may put a premium on selfish play.

LONDON TAXI-CABS.

London taxi-cab owners have held a meeting and decided against any reduction of fares. They have also agreed to oppose the introduction of two-seater taxi-cabs. In a statement which they have issued they say "the present rates hardly pay the overhead charges, and any reduction would bring many owners to the verge of bankruptcy." Two-seater cabs, they believe, would "only add to the congestion of the streets, and make it still more difficult for the present owners of taxi-cabs to earn a living."

Among Londoners there is a strong general feeling that taxis are much too expensive to be at all widely useful. The truth of the matter is that there are far too many taxis on the streets. Each cab thus obtains such infrequent employment that high fares are necessary if any profit is to be earned on the day's work.

(Continued on next Column)

OUR AIRCRAFT CARRIERS.

"HERMES" AND OTHER VESSELS COMPARED.

Allusion to H.M.S. *Hermes*, whose mysteries are so strong a source of interest in the Colony just now, is made in the *Naval and Military Record* of August 26th, which says:—

The number of appointments to the aircraft-carrier *Furious* indicates that the vessel will shortly be passed into the Fleet, and, if the sum spent upon her reconstruction be justified by her subsequent service, she will prove a valuable acquisition to the Navy. Built by Armstrong, Whitworth and Co., at Newcastle-on-Tyne, she was completed in July, 1917, at a total cost of £2,436,532. In June, 1922, she was paid off into Dockyard control at Devonport preparatory to being taken in hand for reconstruction—the third transformation she has undergone, by the way—and to cover the cost of the work there was provided in the Navy Estimates £278,993 to March 31st, 1924, £293,329 for the financial year 1924-5, and £79,350 for the current year, or a total of £1,689,847. Of that sum charges for labour amounted to £430,722, £159,975, and £48,000 in the three years mentioned, or a total of £638,697. The construction of the vessel has therefore provided most welcome work for the Devonport Yard.

With the exception of the *Eagle*, the *Furious* is our largest aircraft-carrier, her displacement being nearly double that of the *Hermes*. It is interesting to note that the displacement of our aircraft-carriers is as follows:—*Eagle*, 28,000 tons; *Furious*, 19,100; *Argus*, 14,450; *Hermes*, 10,350; *Ark Royal*, 7,080; and *Vergara*, 3,070. In addition to this list, the *Courageous* and *Glorious*, each of which has a displacement of 13,600 tons, are to be converted into aircraft-carriers, and in the Navy Estimates provision is made to meet the cost of the work on these vessels during the current financial year. As the *Hermes* was the first ship specially designed by the Admiralty for transporting aircraft, it would appear that a ship of moderate dimensions is considered the best for this service.

FAMOUS WOMAN JOURNALIST.

There is much regret in Fleet Street at the death of Miss Mary Billington, for many years a member of the staff of the *Daily Telegraph*, and one of the pioneers among women journalists. Miss Billington, who was the daughter of Rev. G. H. Billington, vicar of Chalfont, Dorsetshire, was one of the founders of the Society of Women Journalists, of which she was president from 1913 to 1921. Early in life she secured a position on *The Echo*, the first and for a long time the only halfpenny evening newspaper, which was owned by the late Mr. Passmore Edwards. After several years' service on that journal she went to the *Daily Graphic*, and later, in 1897, was appointed to the staff of the *Daily Telegraph*, with which journal she was associated down to the time of her death. During her professional career Miss Billington had travelled a great deal. She had an intimate knowledge of Russia, and on two occasions she made visits of investigation to India, being specially interested in the position of women there. Upon this subject her book, "Woman in India," has been a recognised treatise on the position of women in the Indian Empire. During her illness Miss Billington was the recipient of many kind inquiries by the Queen, who also sent for her a gift of flowers.

I have been interested to notice during a brief holiday this summer that a new form of travel has been introduced chiefly for the benefit of tourists who arrive in England from the Dominions and the United States. They want to see the country, and the old towns and cathedral cities they have read about, and so an enterprising motor company has produced a fleet of motor charabancs to take the visitors round. It is all very comfortable—even luxurious.

One takes an armchair in the coach, which is engaged to enable it to keep its place in the tide of traffic, and runs so smoothly on big pneumatic tyres, that the fatigue of travel loses much of its terror. There is a small kitchen at the rear, which tea is prepared, and little tables before each of the passengers for the trays. By means of a frame aerial placed in position the pick of the broadcasting programmes is drawn upon for entertainment during tea.

Hotel accommodation is booked in advance, and every arrangement made in detail. Those who do not care to travel in their own motor cars lack neither comfort nor convenience by using the new coaches.—H.B.

LOCAL SPORT.

WATER POLO.

In the Water Polo League last night, the K.B.S.F.P.A. "A" beat the Hongkong Electric by 10 goals to one in a game in which the winners had matters all their own way and proved much the superior side.

The other game down for yesterday, H.M.S. *Carlisle* v. V.R.C. "A," was postponed.

This evening the East Surrey Regt. meet the V.R.C. "B" and the K.B.S.F.P.A. "B" oppose H.M.S. *Hermes*.

ANNUAL AQUATIC SPORTS.

In connection with the annual aquatic sports which are being held to-morrow, Thursday, Friday and Saturday afternoon, heats in certain of the events are being decided to-day at the Victoria Recreation Club.

At 6 p.m., the heats in the 410 yards Championship of the Colony (open) will be decided, while at 9 p.m., the heats of the 100 yards back stroke championship of the Colony and the 100 yards breast stroke championship of the Colony will take place.

GOLF.

A CORRECTION.

In a previous report of the Fanling September Bogey Pool, Mr. M. M. Mans was in error announced as the winner with a card of 1 up. The actual winner was Mr. A. H. Ferguson with a card of 2 up.

TENNIS IN TIENTSIN.

WIN FOR O. AND A. L. RUMJAHN.

The Rumjahn brothers (Omar and A.L.) decisively beat Bodiker and Theuerkauf in three straight sets by a score of 6/4, 5/4, 6/1 in the Men's Open Doubles Finals at Tientsin on September 20th.

From the spectator's point of view it was a fine match to watch. The light was good; it was not too hot, and the players were all in fine form.

The match as a whole was a good demonstration of net play against base line driving and in this instance net play won. Time and again standing at the net the Rumjahn brothers returned the terrific drives of both Bodiker and Theuerkauf with telling effect.

In the first two sets the teams seemed to be very evenly matched but in the last set the Germans seemed to go to pieces and this of course gave the Rumjahn pair their chance, and they ended the match with a six-one set.

CORRESPONDENCE.

V.R.C. ANNUAL AQUATIC SPORTS.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR,—I note in this morning's issue of your paper that there are a number of events for Chinese gentlemen included in the programme of the above mentioned sports. Why not include an event for Chinese ladies? As you are probably aware they are taking a keen interest in this kind of sport, and I am sure such an event would attract a number of the fairer sex, especially if the event was "Breast Stroke."

I should be glad to subscribe towards the purchase of suitable prizes. Trusting that it is not too late to include an event of this kind.—Yours faithfully, T.K.H.

Hongkong, September 28th, 1925.

COMPANY MEETING.

THE NEW ZEALAND INSURANCE CO., LTD.

At the annual meeting at Auckland on August 4th of the New Zealand Insurance Company, whose local agents are Messrs. Holyoak, Massey and Co., the shareholders were informed that the directors felt justified in recommending an increase of the rate of dividend, and they accordingly recommended that a sum of £118,750 should be distributed by way of dividend for the year, being equivalent to a dividend at the rate of 1/7 per share. In order to meet this increase in dividend it would not be necessary to draw on the underwriting profits for more than £7,154, as the income derived from investments was only short of the dividend by that amount.

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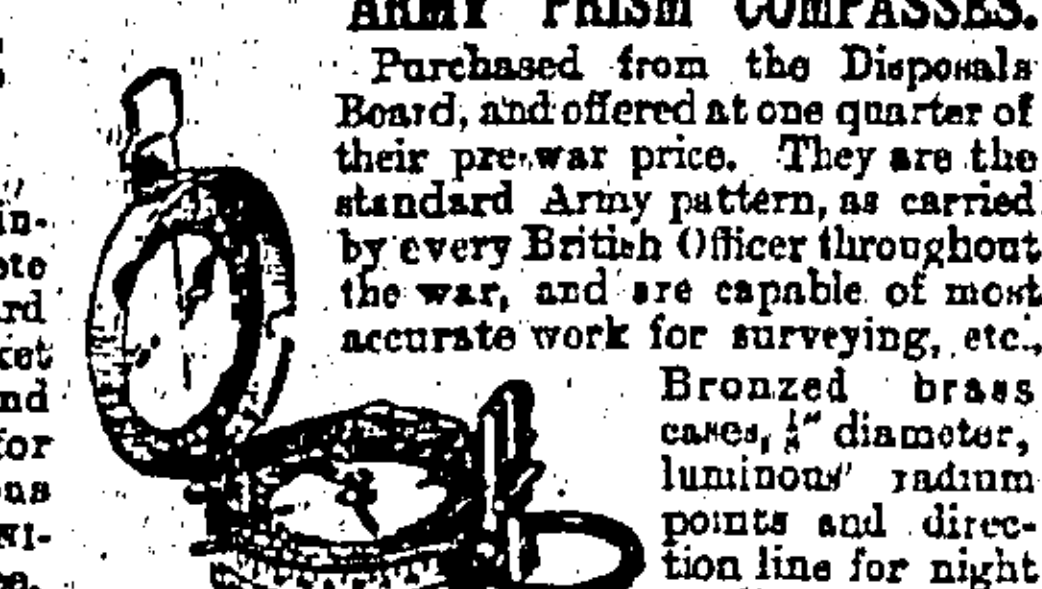
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NANCHANG STUDENTS.

SET FIRE TO B.A.T. WAREHOUSE.

The *Asiatic News Service* states that according to the report of General Fang Pen Jen, Tupan of Kiangsi, six students of the Nanchang College were arrested by the police on the evening of the 15th inst. for having broken into the warehouse of the Nanchang agency of the British-American Tobacco Co. at night and set fire to the cigarettes stored there.

According to General Fang over two hundred students rushed into the warehouse, accompanied by many bad characters disguised as students, and destroyed about one hundred cases of cigarettes. The damage done by the students amounted to over ten thousand dollars. The six students are being kept at the Court of Public Procurators pending investigations, adds General Fang, as it is feared they had been instigated by vicious people to disturb the peace and order of the province.

In the same way as General Hsiao in Hupei, General Fang is adopting a stern policy towards the students in their movement for national liberation, and the students associations in Peking, Tientsin and Shanghai are demanding his dismissal at once.

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All applications to be made on the form provided at the end of the pass book and the old book or books returned to the Company.

No goods will be supplied "on credit" against old pass books after the 1st October.

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From 1st OCTOBER the retail price of Ice at our Peak and Hung Hom Branches will be reduced to 1½ cents per lb.

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LOCAL SPORT.

HONGKONG CRICKET CLUB. THE ANNUAL REPORT.

The report of the Hongkong Cricket Club (for the season 1924-25) to be presented at the annual meeting on Monday next, reads as under:—

"The Committee beg to submit their report on the working of the Club and the accounts for the year ending August 31st, 1925.

The profit and loss account after writing down the cost of the Pavilion, furniture, etc., by \$2,351.68 shows a profit of \$9,208.35 an actual profit of \$9,064.23 as against \$4,721.33 last year.

Entrance fees show an increase of \$820.—88 new playing members, 24 non-playing members and 66 subscribers joined the Club during the twelve months. During the same period 14 playing and four non-playing members and 31 subscribers resigned.

Cricket:—The Club ran three teams played a total of 37 matches. Of these the Club played 8, won 4, lost and drew 1. "A" team played 11, won 4 and lost 7. "B" team played 8, won 4 and lost 4. The 2nd XI played 10, won 5 and lost 5.

Interclub Matches:—Three were played during the season. Two in November at Hongkong and one in May at Shanghai. The first, against Shanghai, Hongkong won by an innings and 5 runs. The second, against Malaya, Hongkong won by 2 wickets and 4 runs. The third, against Shanghai, Hongkong also won by 7 runs. The President, Committee and members of the Club would like to take this opportunity of putting on record their thanks to the Hosts and Guarantors during Interclub Cricket Week.

RESULTS TO DATE.

Hongkong 13 wins, Shanghai 11.
Hongkong 5 wins, Malaya 4.

Tennis:—Annual Tournament showed increased entries and continued interest was proved by the attendances at the exhibition matches played during the visits of American and Japanese players.

The Open Championship Singles was won by Captain C. H. D. O'Callaghan, who defeated Mr. T. Honda, last year's winner. The Open Championship Doubles was won by Messrs. H. D. and S. A. Ramjahn.

The Club Championship was won by Mr. S. E. Green, the Handicap Singles "A" by Major W. Hattersley Smith, the Handicap Singles "B" by Mr. C. W. E. Bishop, Handicap Doubles by Messrs. B. D. Evans and W. Hyde and the Mixed Doubles by Mr. and Mrs. G. R. Sayre.

Miss Owen Hughes kindly presented the prizes at the close of the tournament.

The Annual General Meeting:—will be held in the pavilion on Monday, October 5th, at 5.30 p.m. to receive the statement of accounts to elect a Committee and Officers for the ensuing year and for the transaction of any general business as provided for in Article 72 of the Articles of Association.

Names of members willing to serve on the Committee together with the names of their proposers, and seconders should be sent to the Hon. Secretary not later than Thursday, October 1st.

The present Committee consists of:—Mr. H. R. B. Hancock (President), Mr. T. E. Pearce, Mr. P. M. Hodgson, Mr. R. E. A. Webster, Mr. H. E. Hollands, Mr. L. D. McNicoll, Mr. G. H. Piercy, Mr. H. Owen Hughes, Mr. A. D. Humphreys and Mr. J. H. Ramsay.

Mr. L. S. Greenhill is Hon. Secretary.

BATTING AVERAGES.

	I.	T.	A.
T. E. Pearce	14	241	28.42
E. F. Stewart	12	308	28.00
G. R. More	10	381	23.81
R. E. A. Webster	13	303	23.69
A. C. I. Bowker	18	324	23.14
Rev. E. K. Quick	12	228	18.75
H. Owen Hughes	14	237	18.23

Also batted:—
R. Hancock 9 256 28.57
J. D. Humphreys 8 216 43.20

BOWLING AVERAGES.

	I.	T.	A.
P. N. Young	18	42	11.41
E. B. Reed	12	39	12.26
A. C. I. Bowker	22	74	12.37
G. R. More	12	22	12.73
R. F. Walker	12	21	15.82
Rev. E. K. Quick	11	15	18.20

[Note:—10 innings in both batting and bowling has been taken as the minimum.]

THE CHINA CRISIS.

COMMENTS AND CRITICISMS FROM HOME.

Mr. Henry Haselden writes to the *China Express and Telegraph* as follows: "The current reports respecting the action of the British Government with regard to China do not exactly encourage those connected with the Far East, as I am. It seems that the Foreign Office has decided to send Sir Ronald Macleay not merely back to his post at Peking, but also to accredit him as the Chief British Delegate to the coming Customs Conference at Peking. In that case I can only remark that never can there have been such a studious ignoring of public opinion by the Powers. That is, Apparently the whole proposal of a special Envoy has gone by the Board. As to the rest—plus ça change plus c'est la même chose. It is rather sadening."

CHINA'S TARIFF POLICE.

An official representative of the Chinese Government has informed the *Morning Post* that in bringing up her plan of tariff autonomy at the forthcoming Conference on Tariffs China was anxious to exercise moderation towards the European Powers. "To avoid any possible misconception," said this Chinese representative, "it should be stated that no apprehension whatever need be entertained by the Powers regarding China's motives in desiring tariff autonomy or as to the influence which such autonomy may exercise upon their trade. The Chinese Government realises the value, from the national standpoint, of her foreign trade and commerce as a whole, and since this is so it safe to discard any suggestion that the importation of goods would be in any way hampered by the imposition of excessive duties. The schedule of duties now being drafted for consideration by the Chinese Government is characterised by extreme moderation. Even upon so-called 'luxury' articles there is no suggestion of any duty above 35 per cent, while as regards necessities the rates would be considerably lower. Some articles would be permitted free of all duties."

SOWING OF DRAGON'S TEETH.

In the September issue of the *English Review*, Mr. J. O. F. Bland discusses American policy in China, and stresses the fact that after 100 years of contact neither the East nor the West has achieved or retained any true understanding of the other. "When one thinks," he writes, "of all the money spent and all the pious hopes founded during the past fifty years, on teaching the young Chinese idea how to shoot according to the best American principles, there is something almost suggestive of the malignity of the Eastern gods in the spectacle now presented by Chinese students as a class, and, in particular, by the violently anti-foreign, semi-Bolshevised students turned out by American Universities in China. And in the matter of Time's revenge, how many Americans realise the extent to which their country is responsible on the one hand (because of its Asiatic Exclusion Acts) for the persistently hostile sentiments of the Cantonese faction, and, on the other hand, for the present ascendancy of that most turbulent and irreconcilable faction in Chinese politics? Who, among the idealists would ever have conceived it possible that the millions exacted by the United States from the tottering Manchou Government as penalty for the Boxer outrages, and subsequently devoted to the Americanising of Chinese students, would prove to be no better than a sowing of dragon's teeth? As matters stand, only those who are blinded by their vocational enthusiasms can attempt to deny that the whips of the old monarchical régime were far easier to be borne by the Chinese people than the scorpions of the new dispensation."

WESTERN "UNITY."

Calling attention to Hongkong's grave position, Mr. Walter Forrest, M.P., writing to the *Daily News*, says, "It is as well for the British public to realise that Bolshevik influence is in complete authority in that city, where the Russians hold the chief command, and are importing arms and ammunition from Vladivostok." Of course, he means Canton. It is Mr. Forrest's opinion that, while the other Powers are quite ready to see the bulk of Chinese hostility directed against Great Britain, "The time has arrived when this so-called unity of Western Powers in China, under which our interests are consistently subordinated to those of minor nations, should be abandoned in favour of separate diplomatic action." Trading circles in the Far East, he adds, feel the keenest dissatisfaction over the way in which generally speaking, British diplomatic interests have been looked after in the Far East in recent times.

CLAIM FOR RENT.

EUROPEAN SUED BY CHINESE COMPANY.

At the Summary Court before Mr. Justice Wood yesterday, the Tongwa Land Investment and Agency Company, sued Mr. C. J. Woodhouse for \$138 in respect of a month's rent for premises which he formerly occupied in Mody Road.

Mr. R. E. A. Webster was for the defence, and Mr. M. W. Lo for the plaintiff.

A Chinese, representing the Company, said in evidence that he had no knowledge that defendant was leaving until he was asked to whom he wished the key of the house to be given.

The question of the validity of the notice to quit which was given by defendant verbally to the rent-collector on July 1st, was characterised by his Lordship as being bad, because the rent-collector was not a responsible agent.

Mr. Woodhouse, electrical engineer of Messrs. Dodwell & Co., in evidence, said that he had informed the rent-collector of his concluding the tenancy at the end of July and the collector said it would be all right. He moved out at the end of the month and when he wrote to the Company he was told only to hand the key over to the caretaker. There was nothing said about rent.

Judgment was given for the landlord.

MARINE COURT.

DESERTION CHARGE AGAINST INDIAN.

At the Marine Court yesterday, before Lieut.-Commander G. F. Hole, R.N., Ahmed Bin Kitchell, a quartermaster of the s.s. *Taiquan*, was charged with unlawfully absconding himself from the ship at Manila on July 17th.

Defendant pleaded not guilty. Mr. Hugh Hamilton, master of the s.s. *Taiquan*, said that the ship was at Manila on July 17th and the defendant, who was a quartermaster on the vessel, and had signed articles, left the ship on that day and failed to return. On July 23rd, the ship sailed from Manila, and when she returned from Australia on September 23rd, the defendant was brought on board by the Customs authorities. During the defendant's absence, witness promoted one of the sailors to be quartermaster.

Defendant stated that on the way to Manila he had some trouble with the Chief Officer, who threatened to strike him. He was afraid to go back to the ship.

His Worship fined defendant two days' pay and committed him to prison for four weeks' hard labour, ordering that the cost of his maintenance while in prison be taken from any wages due to him from the *Taiquan*.

CANTONESE TORTURE.

AN OFFICE COOLIE'S STORY.

A letter has been received from an office coolie who was employed in Hongkong in pre-strike days, in which he gives the history of his movements since he left the Colony in July. On one occasion he desired to return to Hongkong and borrowing his train fare he started from Canton on September 16th. Arriving at Shumchun all the passengers were searched and interrogated, and he was amongst the number sent back to Canton.

Four of his companions resisted and they were immediately taken out and shot, according to a story he was told by the guards. He, along with several more were tried by a Court at Canton, and on the day following all the passengers with their hands tied behind their backs, were pinioned to posts in the blistering sun for the whole day, without food or drink. At night they were let loose and allowed to go free. He concludes that he fell ill as a result of this punishment, and was admitted to a hospital where he is now well treated. He hopes to return to the Colony soon to find his work still open for him.

SWATOW STUDENTS IN COURT.

At the Central Magistracy, before Mr. S. S. B. McElderry yesterday, five Chinese youths from Swatow were charged with possession of Red propagandist literature. Sub-inspector R. Shannon said that they were arrested, as reported in the *Daily Press* yesterday, on Friday morning, upon coming ashore from a Shaikwan ferry. Defendants admitted that they were student soldiers, and the case was adjourned for further enquiries.

RAISING FUNDS.

VARIOUS METHODS ADOPTED IN CANTON.

[FROM OUR CHINESE CORRESPONDENT.]

The Kuomintang Government to raise funds for military operations, is exacting a contribution of \$300,000 from the Canton merchants, putting the responsibility of collecting the money on the four leading trade organizations of the city, including the General Chamber of Commerce. The pawnshops, forbidden to carry on business unless the money is forthcoming, have been asked to advance \$300,000 immediately.

CHAN KWING MING'S ARMY.

The *Chinese Mail* says that the troops of General Chan Kwing Ming, marching against Canton, arrived at Sam-dor-jok and Pingshan on the 28th but that Wai-chow, formerly Chan's stronghold, but lately captured by the Reds, is still quiet. The report adds that Shoklung, along the Canton-Kowloon Railroad, remains under Red control.

PASS MONEY.

Kuomintang collectors of shipping "pass-money" in Fatsan, near Canton, failed to take into custody several freight junks plying between Fatsan and Heungshan early last week, the tug-towing the junks faster than the Kuomintang patrol boats. It appears that since the strengthening of the Kuomintang régime in Canton, every Kuomintang has received a commission to collect "pass-money" from the river sampans or junks or a job as a picket to prevent traffic between Canton waters and those of Hongkong and Macao. Four Kuomintang pickets on September 21st, at Fati-hou, within the Canton Harbour, demanded eight dollars from a sampan before it was allowed to pass, a sum much greater than the boatmen around Canton had usually to pay.

CHRISTIAN SCHOOLS.

Christian schools unable to re-open in Canton because of the Bolshevik interference early in September, have decided to do so on October 15th next. With Wang Ching Wei now practically made a prisoner by General Chiang Kai Shek, who has assigned him routine duties in the Kuomintang Government, and a lecture-ship in the Whampoa Military Academy, the anti-Christian movement is likely to subside. Mr. Wang advocated the taking over of all Christian schools.

The *Yin Chiang Rao* and the *Kwok Wah Pao*, two Canton newspapers were ordered to suspend publication for seven and three days respectively for printing reports that Wang Ching Wei's appointment to a lecture-ship in the Whampoa Military Academy practically amounted to military surveillance under General Chiang Kai Shek.

THE S.S. "HONAM."

SAILINGS TO CANTON RESUMED.

The s.s. *Honam* resumed her sailings to Canton yesterday, leaving at 2 p.m. About 50 Europeans, among whom were returning missionaries, Japanese, Americans, and Indians, left by the steamer. There were also on board about sixty Chinese passengers. "No cargo was taken," but the usual mails for Canton were accepted.

The *Honam* is due back this afternoon, and it will be interesting to learn on her return whether the strike pickets have taken any further measures to prevent passengers landing. It will be recalled that it was mentioned in this connection that the Canton authorities were talking of materially increasing the number of pickets engaged on this duty.

TYPHOON WARNINGS.

The American Consulate-General received the following typhoon warning by cable from the Manila Observatory at 11 a.m. on Sunday:—Typhoon in about 131 deg. Long. E., Lat. N., inclining northward.

The following message was received at 11.20 a.m. yesterday:—Cyclone or typhoon E.S.E. of Naha, moving N. or N.N.E.

DAY BY DAY IN SWATOW.

SLIGHTLY IMPROVING POSITION BUT NO TRADE ACTIVITY.

CONFIDENCE OF THE PEOPLE IN THE NEW REGIME
NOT YET FULLY SECURED.TWO BRITISH SHIPS DISCHARGE CARGO WITHOUT
INTERFERENCE.

[MY OWN CORRESPONDENT.]

In the letter published below our Swatow correspondent describes the position in that Port from September 23rd to September 28th. Disappointment is expressed that there has been no resumption of trade. But each day there is a slight improvement to be noted and since the letter was posted a telegram has been received in Hongkong from a Swatow firm ordering "British Goods."

Yesterday official information was received that two British ships had discharged cargo and passengers at Swatow and one had left with passengers. Police protection was given the ships in case there should be any interference with them, but no interference of any kind was attempted. No office assistants or servants, however have yet returned to work.

Our correspondent's letter, although necessarily a little behind the cable news, is extremely interesting, giving as it does, a broad review of the situation, from the Swatow resident's point of view. He writes:—

Swatow, September 23rd.
It is true that Chan Kwong Ming's anti-Red party is now in control of affairs here, but so far they have not been able to put an end to the strike and boycott movements. They have issued proclamations to the effect that steamers of any nationality may come and go without restraint, that Union meetings and gatherings are prohibited, that intimidation, if discovered, will be severely punished. They have also put the City under martial law. In spite of these measures no move has been made on the part of Chinese merchants to resume trade relations, nor have household servants and office staffs attempted to return. There seems little doubt that the reason for this reluctance to return to normal conditions lies in the lack of confidence in the present authority. The people do not believe that the anti-Reds can hold the place for long if the Reds try to regain footing. Before the Reds left Swatow they made it quite clear that any attempt to return to work or to resume intercourse with the British would be reported to them and dealt with on their return.

INFLUENCE OF THE UNIONS.

It appears also that the various Committees, Unions and other bodies organised under the Red regime to carry on the strike and boycott are still secretly functioning though several of the leaders have bolted and gone into hiding. Rumour has it that the Seamen's Union would defy the authorities if an attempt were made to bring in and work a British vessel. Nevertheless it would be useful if some such test were made and a British steamer brought in to try her luck with cargo for this port.

A DEFIANT CIRCULAR.

September 24th.
Today one Liu Chi-Luk (Lau Chi Luk), an anti-Red general, is due from Chowhai to take charge of Swatow and, presumably as a counter measure to his arrival, the Students' Union this morning broadcasted a circular reporting the defeat of the Anti-Red Forces south of Choyang and the flight of Lam Fu back to Kiangsi Province. The circular went on to remind the people that the strike and boycott should be pursued with renewed vigour and intensity so that British Imperialism might be smashed for ever. This, in the face of recent official proclamations, is a bold reply and we await with interest the action of the authorities.

That there is a slightly more favourable feeling in the air is evident from the fact that sampans and rickshaws are now ready and willing to take us across the harbour and about the town. It may be also that the application of one or two coolies and a fitter for employment with the A.P.C. is the prelude to a general return of employees. But these are very insignificant movements in the right direction and it would be a mistake for Hongkong to be too optimistic of the future.

RUSSIAN VESSEL WITH "RED" TROOPS.

September 25th.

Yesterday afternoon one of the vessels of the Russian Volunteer Fleet, the *Asdrachan*, arrived here with passengers and cargo from Canton. The passengers were allowed to land although subjected to search by the Police. Later it was learned that the vessel had on board some "Red" troops and a few of the local soldiery went off to investigate. They beat a hasty retreat, however, on finding a party of 300 under the command of a Russian officer. The steamer is still lying in the stream apparently discharging cargo and we are wondering what steps the local military authorities intend to take.

It is reported that while the Police were busily engaged with the Russian steamer, the military in welcoming General Liu Chi Luk, a party of Seamen's Union people went aboard the Portuguese steamer *Tai Tuk* and, being fully armed, removed all the firemen from the vessel. This, being in direct contravention of the official proclamations we are again left wondering what steps the authorities propose to take in the matter.

We hear this morning that there is a Douglas steamer due here to-morrow from Hongkong with passengers only, so it seems that we shall have our "test" case with a British vessel.

SHIPPING.

September 26th.

Haiching is not in yet (11.30 a.m.) so news about her will have to wait for the next mail. The steamer taking this sails early this afternoon. The *Glenfallloch*, arrived from Hongkong at 10 o'clock this morning and I hear she proposes to take cargo and passengers to Singapore. Whether she will be successful remains to be seen.

THE SWATOW MAGAZINE.

The *Swatow Magazine*. The first issue of this "bright little sheet" appeared a few days ago. Apart from its inconvenient size, 16 by 8 instead of a modest 4 by 2, we have little cause for complaint as regards the general turn-out. Attention might perhaps be directed to the editor's little ruse in having the title printed on the cover in flaming red—or is this merely an ironic gesture on the part of some type-setter with Bolshevik leanings? To come to the meat of the matter—there is little that is grave and much that is gay, the only serious contribution being a description of a long and rather tiresome journey through the Yosemite Valley, a narrative which might with advantage have been presented in serial form over the next ten years. "Sulla" and "Juno" appear to vie with each other (that's not a bi-lingual pun) in writing bilge; they tell me, however, that their contributions were in the nature of intelligent anticipation of market requirements.

(Continued at foot of next column.)

THE TRADE LOAN.

HON. MR. R. H. KOTEWALL'S
VIEWS.TRIBUTE TO THE HON. MR. CHOW
SHOU SON.

As will have been seen from the report of the Chinese Chamber of Commerce meeting published in the *Daily Press* on Saturday, the Chinese merchants are loud in their praise of the work done by the Hon. Mr. R. H. Kotewall in securing the loan of £2,000,000 for the Colony. One of them described him as the "J. P. Morgan of the Far East" and the description was regarded as apt and loudly applauded.

Mr. Kotewall laboured unceasingly for about five weeks on the task before the petition from the Chinese merchants was ready for presentation to the Government. The successful outcome of this work has pleased everyone, and yesterday a representative of the *Daily Press* called upon Mr. Kotewall to add his congratulations to the general chorus.

In reply to various queries, Mr. Kotewall said although the petition was presented by the Chinese, his view was that the money would be used in all needful cases irrespective of race. "I presume," he continued, "that the Government will appoint a number of experts to consider all applications and I am sure that this committee will see to it that deserving cases only are helped and that no loans are given to enable anything in the nature of profiteering. I have appealed to my Chinese friends not to apply for loans except under great necessity and I hope no one will take advantage of their possession of securities in order to get advances simply for self-profit."

HON. MR. CHOW SHOU SON.

Mr. Kotewall then paid a tribute to the Hon. Chow Shou Son. "I do not deserve all the congratulations showered upon me by the Press and by my friends," he remarked. "The Colony is really indebted to His Excellency The Governor for the great sympathy he showed towards the Chinese and the deep interest he has taken in the matter. The success attained was also due in a large measure to my friend and colleague, the Hon. Mr. Chow Shou Son. I was very fortunate in having the help of his ripe experience and valuable advice, for Mr. Chow Shou Son has supported the scheme wholeheartedly."

CONFIDENCE RESTORED.

In response to a question as to when he thought the loan would be distributed, Mr. Kotewall said that he expected the work to begin in about ten days time. He added, however, that the urgent need was not so great now as it was a few days ago, because the knowledge that the money was forthcoming and the despatch with which the Government had handled the matter had restored confidence considerably.

"The run on the banks," he concluded, "has very largely slackened off and there is a distinct improvement in the money market. In these circumstances, therefore, it is very probable that the loan may not be used to its full extent."

I was surprised to see that the only member of the Swatow community who had so far forgotten his natural modesty as to put his name to an article was Mr. F. W. Carey, the Commissioner of Customs—the editor and other contributors give us no clue to their identity—but then Mr. Carey is soon going on leave and doesn't care a rap what folk think of his literary efforts.

In brief—your readers must buy a copy if they wish to know more about it—this new local venture is very readable and amusing and I sincerely hope that the agonising pangs of literary parturition will not have laid its gallant editor too low for an attempt at a December issue. The Hongkong Manager is Mr. Mac Reynolds of the A.P.C. from whom, in addition to the leading chemists, copies may be obtained at a dollar a throw.

RESUMPTION OF TRADE.

HONGKONG CHINESE DELEGATION
TO CANTON.

A delegation of Hongkong Chinese traders left the Colony for Canton by train yesterday morning, with the object of holding conferences with the strike leaders in that city in the hope of bringing about a conclusion of the present trade deadlock.

Arrangements had been made by the Strike Committee at Canton to protect them and convey them from Shumchun to Canton. The Associated District Commercial Association had been in communication with the Strike Committee for some time, and on September 24th a letter was received from Mr. So Shiu China, formerly the President of the Chinese Seamen's Union in Hongkong, and now Chairman of the Strike Committee, intimating that they would be welcome. Besides detailing arrangements for travelling, the letter also stated that the delegates would be accommodated in the Yuet Wah Hotel.

The delegation, which consisted of representatives from various District Commercial Associations, comprised Messrs. Cheng Wo Chau, Lau Shui Sang, Lo Wing Kwong, Chan Wing Kwong, Wong Dai Shan, Lau Yek Son, Lau Ngok Fan and Chu Yun Chi. On Sunday night they were entertained to dinner at the On Lok Yuen Restaurant.

CONDITIONS DRAFTED.

At the instance of the Nationalist Executive Commission a meeting in connection with the question of a strike settlement was held on September 24th, at Canton at which the Strike Commission and the Shamen Foreign Firms Employees' Association were represented, stated a Chinese correspondent.

Mr. Wang Ching Wai, the Chairman of the Nationalist Executive Council, presided. He asked the representatives at the meeting to vote on the question whether it was advisable that conditions in respect of a settlement of the Strike be formulated in order that these might be presented to the Hongkong Delegation for mutual consideration.

This was carried and Tam Ping Shan and Tang Chung Ha were appointed to draft the proposed memorandum. A further meeting was held on the 25th inst. at the Nationalist Executive Council, when the memorandum was again discussed and, it is reported, it will be placed before the Hongkong Delegates at the forthcoming meeting.

C.C.O.G. TELEGRAM.

REPLY RECEIVED FROM HOME.

The local secretary of the China Coast Officers' Guild, Capt. T. T. Laurence, has received a message from Home in reply to the telegram he read out at the public meeting in the Theatre Royal, calling for prompt action by the Home authorities against the Bolshevik faction in Canton. The message he has received details the action taken by those to whom he addressed the telegram.

It states that Mr. W. E. Kirby, the Secretary of the China Coast Officers' Guild, who is Home on holiday, immediately got into touch with his constituency's Member of Parliament (Mr. Lewis Lougher, a Conservative representing Cardiff) and that Mr. Lougher assured him that the Government was being kept well informed and had the matter well in hand. Copies of the telegram were sent to the organisations named therein (Imperial Merchant Service Guild, the Mercantile Marine Service Association, and the Navigators and General Insurance Company), and also to the two leading daily newspapers in Wales where Mr. Kirby was staying at the time, these being the *Western Mail* and the *South Wales Daily News*. Both these papers subsequently commented on the need for drastic action against the "Red" activities in Canton.

In forwarding the telegram to the Association named above, Mr. Kirby commented:—"In view of the extreme gravity of the situation as recorded by the above telegram, I would solicit, on behalf of China and Hongkong generally, the aid of Parliamentary representation through your organisation, with a view to some immediate and decisive action being adopted by the Imperial Government which would terminate without further undue delay, the present position, with its menacing effects to British trade and interests."

Mr. W. J. Stokes, of the Marine Engineers' Guild of China, who was staying in London on holiday, sent a copy of the telegram to the Marine Engineers' Association, and also to the *Times*.

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G. R.
HONGKONG TECHNICAL
INSTITUTE.

THE INSTITUTE will RE-OPEN on MONDAY, OCTOBER 5th. Students joining Classes held at Queen's College will be enrolled at the Education Department. Only Those joining Classes held at the CENTRAL BRITISH SCHOOL, Kowloon, may be enrolled at the School. Entry Forms may be obtained at the Education Department or the CENTRAL BRITISH SCHOOL.

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"GLEN LINE LIMITED,"
NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM VIA PORTS.

THE Motor Vessel "GLENAPP" having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, wharves and/or from the wharves. Delivery may be obtained.

Goods not cleared by the 5th Oct. 1925, at Noon will be subject to Rent. All broken, chafed and damaged packages are to be left in the Godowns where they will be examined in the presence of Consignees by Messrs. Godard and Douglas, on 3rd Oct. 1925, at 10 a.m. Claims against the Steamer including those for Cargo short Delivered must be presented on the special form provided, and must also be submitted within 30 days of arrival otherwise they will not be recognized. No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd. Agents, Hongkong, 28th September, 1925.

NOTICE TO CONSIGNEES.
AMERICAN & MANCHURIAN
LINE.
FROM NEW YORK.

THE Steamship "WALTON HALL" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of Holt's Wharf, whence Delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 3rd Oct. 1925, will be subject to Rent. All Claims against the Steamer must be presented to the Underwriter on or before 10th Oct. 1925, or they will not be recognized. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesday or Friday, between the hours of 10.30 a.m. and Noon, within the Free Storage period of One Week. THE BANK LINE, LTD., General Agents, Hongkong, 28th September, 1925.

BRINCE LINE FAR EAST SERVICE.
NOTICE TO CONSIGNEES.
FROM NEW YORK.

THE Steamship "GABRIEL PRINCE" having arrived from the above Port on 27th inst. Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Monday, 5th Oct. 1925, at 10 a.m. All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th October will be subject to Rent. Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading can be countersigned. No Fire Insurance has been effected. Bills of Lading will be countersigned by FURNESS (FAR EAST) LTD., 8th Floor, King's Building, Cantonment Road, Hongkong. Telephone No. 3163. Hongkong, 28th September, 1925.

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Dated the 4th September, 1925.

G. R.
NOTICE.

TENDERS for the SUPPLY of SOFT BRICKS for H.M. NAVAL SERVICE at HONGKONG will be received by the COMMODORE, H.M. NAVAL YARD until Noon on MONDAY, the 5th OCTOBER, 1925. Forms of Tender and any necessary Information may be obtained on application to the VICTUALLING STORE OFFICER, H.M. NAVAL DEPOT, Kowloon. The right to reject the lowest or any Tender is reserved. H.M. NAVAL DEPOT, Kowloon, September, 1925.

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NOTICE IS HEREBY GIVEN that A First Call of \$4.00 per share has been made upon all Members holding Shares upon which \$1 per share only has been already paid, and that the same will be payable to the Bankers, the Company, Hongkong & Shanghai Banking Corporation at Hongkong, on or before the 2nd NOVEMBER, 1925.

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General Managers,
Hongkong, 23rd September, 1925.

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HONGKONG DISPENSARY.

DEATH.

DOWLING.—On August 31st, at Tavistock Hotel, Covent Garden, MICHAEL WILLIAM DOWLING (Toby), Commander, P. and O. Company, aged 51 years.

Hongkong Office: 1a, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

Hongkong, September 20th, 1925.

THE CANTON GOVERNMENT.

It is a bewildering task attempting to follow the rapid changes in the Canton Government, and an almost impossible one to decide which of the officials are red, pink or white in their political persuasion. Most of them, it would seem, have the attributes of the chameleon and are able to change their colour according to the circumstances in which they happen to be placed at the moment. One thing stands out clearly, however, from the latest and most up-to-date list of office holders with which we have been supplied. Nearly all the members of the Cabinet, if it may be so called, have been educated in foreign institutions and the majority of the minor officials, also, have received some part, at any rate, of their training abroad.

General CHIANG KAI SHEK who, apart from the influence of M. BORODIN and the Russians, is virtually dictator, obtained his military instruction in Japan. Dr. Wu, who now holds the position of Secretary for Foreign Affairs, had, as we all know, a brilliant career at Cambridge. He was considered one of the most promising students of his year and is unquestionably a man of considerable intellectual attainments. He is, moreover, a practised and an entertaining speaker and, in happier days, has often appeared at functions on the Shameneer as the guest of the British Consul-General.

by whom he was regarded as a close personal friend. The Secretary of Finance, the City Treasurer and S. Y. Wu, the acting Secretary for Reconstruction, whatever that may mean, are all students from America, while Foo BING SHUN, the brother-in-law of Dr. Wu and the Foreign Commissary in Canton, is a graduate of the Hongkong University.

It seems strange that such a group of men, with their knowledge of the world, should remain content to act merely as the tools of the Soviets, particularly as they must realise that their present form of Government cannot be of long duration. The Cantonese, by bitter experience, have grown accustomed to oppression and exploitation by militarists. They will accept injustice, almost as a matter of course, from leaders of their own province, but they hate being ruled, however efficiently, by "outsiders" and it certainly cannot be expected they will tolerate for any length of time government by a Russian clique.

Just recently, we heard that the Whampoa Cadets had decided to revolt unless the Russian officers were dismissed. According to the reports of their meeting they had, when taking up military training, some vague idea of "righting the wrongs of their country," but now apparently they have come to realise that they are merely pawns in the game. Following their disillusionment, they demanded that General CHIANG KAI SHEK should sever his connection with M. BORODIN and drive the Russians from the City. The next day came the news that General CHIANG had informed M. BORODIN that the strike and the boycott must cease, and, hard upon this, the report that the strike leaders, being uncertain of General CHIANG's attitude towards them, had decided in their own interests to relax their restrictions. We do not know how much faith can be placed in these reports, or even, if all were true, how much importance should be attached to them. The only thing of which we can be certain is that there is steadily growing dissatisfaction in all quarters with conditions as they are which must very shortly come to a head. There can be no doubt that the group of men now in charge of affairs—men, as we have pointed out, of intelligence and foreign training—realise this, and it is interesting to speculate upon the way in which they will cope with the situation. If they decide upon drastic action against all malcontents and make a further series of wholesale arrests, they may postpone the day of reckoning for a short while, but it would be for a very short while only, and the gathering storm would then burst with greater severity over their own heads. Our hope is that they will come to the conclusion that the presence of the Russians is embarrassing them unduly and that they will, at last, decide to dispense with their services.

The delegation of Chinese traders who left Hongkong for Canton yesterday are, we understand, simply going to interview the strike leaders. They have been assured of a welcome and hotel accommodation has been provided for them. But it seems to us that negotiations between unofficial bodies, although they can do no harm, can scarcely expect to achieve any satisfactory result whilst the Bolsheviks, whose sole aim is unrest and disturbance, are able to pull the strings. If General CHIANG is as anxious as he is reported to be to end the strike we trust he will disregard M. BORODIN's wishes and give the Labour Union officials a broad hint as to the way he wishes them to go. That will save a great deal of time that may otherwise be wasted in formulating and discussing impossible conditions.

There was a 2½ return of notifiable diseases in the Colony for the 48 hours ended on September 27th.

At the Marine Court yesterday, before Lieut.-Commander G. F. Hole, R.N., a junk-master was fined \$13, with fourteen days' hard labour in default, for failing to exhibit the regulation lights while under way.

The following passengers for Hongkong arrived by the s.s. *President Polk* yesterday:—Mr. and Mrs. J. M. Clinton, of New York, Mr. Mun L. Eli, of Hongkong, Mr. John H. Geldart, of New York, and Mr. P. Moolchand, of Bombay, India.

The appointment of Captain James Gillies, commander of the *Empress of Scotland* and senior officer of the fleet, as successor to the late Sir Thomas Fisher, general manager of the Canadian Pacific Steamships in London, is announced.

Among the appointments to the Hongkong Colonial Service made by the Secretary of State for the Colonies during the month ended August 10th are the following:—Miss M. M. Flavin, to Assistant Mistress; Mr. C. H. G. Bradley, to Assistant Auditor.

Before Mr. E. W. Hamilton at the Kowloon Magistracy yesterday, two Chinese arrested in connection with the murder of an elderly coolie at Tai Kok Tsui on Sunday week made a re-appearance, and in place of the charge of malicious stabbing and wounding, the second man was charged with murder. He was remanded for a week.

The engagement is announced between James Geoffrey Hart, only son of the late Mr. James Hart, of the Chinese Maritime Customs (brother of the late Sir Robert Hart), and Mrs. Arnold Elliot, of Inverness Terrace, Hyde Park, and Elizabeth Marie Christine, only daughter of Count and Countess Carlo Zanadi Landi, of 29, St. John's Wood Park, and Piacenza, Italy.

The following were among the candidates declared successful at the recent examination by the Civil Service Commissioners for admission to the Police Force of Ceylon, the Straits Settlements, the Federated Malay States, and Hongkong:—T. D. Ogier, F. O. Mell, A. R. H. Anderson, H. P. Waights, L. F. Knight, H. R. Bond, L. R. Barnett-Smith, C. E. M. de Bretton, A. R. MacKillop, H. M. Smith, and L. A. Ives.

The police received a report last evening that a *foki* employed in a Chinese business had obtained possession of his master's chop by means of a duplicate key, had visited a bank with it and succeeded in obtaining no less than \$5,000 by false pretences. The *foki* made off with the money, and detectives were engaged yesterday evening in investigating the matter. No further details were available at a late hour last night and the man had not then been found.

It is reported that the steamer *Wah Tai* plying between Canton and Shanghai was pirated on September 15th. She was loaded with a large quantity of goods and carried about 60 passengers. She ran aground at Cheung Pang, in the Tung Kun district. Later bandits under the command of Chan Tung, the notorious robber chieftain in Tung Kun, arrived on the scene; removed the booty to their own vessels and went off with ten of the passengers. The looted vessel was, however, able to move when the tide rose, and is reported to have arrived in Whampoa.

Miss Nina Gage, an American, has been appointed President of the International Council of Nurses. A woman of great intellectual and social gifts, Miss Gage is Dean of the Hunan-Yale School of Nursing, Hunan, China, says the *China Express and Telegraph*. The four years during which she holds office will undoubtedly be a period in which the interests of the Chinese nursing profession will be well to the fore. Moreover, the next international meeting, in 1926, will be held in China, and is bound to have an excellent effect in bringing the nurses of the East and of the West into closer touch. Miss Gage graduated from the Roosevelt Hospital Training School for Nurses, New York, and in 1909 went to China, where she has done a great deal to organise the profession and to improve the standards of nursing.

ECHO OF THE ATTACK ON SHAMEEN.

THE COMMISSIONER OF CUSTOMS' INJURIES.

MR. EDWARDS RETURNING TO THE EAST NEXT MONTH.

Mr. A. H. F. Edwards, who was Commissioner of Customs at Canton in June last and was badly injured in the leg during the firing on Shameen, will be returning to the East end Siberia about the middle of next month, accompanied by his wife, but the particular station to which he will be appointed is not yet known.

Mr. Edwards left for Home early in July. Upon arrival in England his knee was X-rayed and a bullet was found in the centre of the bone. To have extracted the bullet would have meant removing a square inch of bone and the doctors decided it would do more harm taking it out than leaving it in. Mr. Edwards, therefore, will carry the bullet with him for the rest of his life as a souvenir of the Chinese troubles. It was also found that a tendon of the knee was shot away and joining up the parts proved a long and painful process. However, this has been successfully completed and, as stated, Mr. Edwards is now about to resume his official duties.

THE "SUI YICK."

MORE ARMS FOUND YESTERDAY.

About 3.30 yesterday afternoon the *Sui Yick*, the Chinese boat which was captured on Saturday evening off Cheung Chau with 160 Cantonese "Red" troops on board, was taken from No. 6 buoy in the naval anchorage alongside the railway wharf, Kowloon. A thorough search was instituted under a heavy guard of police. It is understood that in addition to the 72 rifles, 75 bandoliers, five revolvers and about 300,000 rounds of ammunition discovered on Saturday night, when only a cursory search was made, a number of Lueger pistols were found.

While the search was being conducted, from what our representative understands, a Chinese constable was accused of robbing one of the passengers. He was thoroughly searched by the inspectors and detectives on duty, but nothing was found on him. An American standing on the wharf gave evidence that this man had passed through a group of Europeans and quite possibly had hid what was supposed to have been stolen, either in the Customs House or on the platform. On a detective being informed of this, another search was made in the presence of the man accused, but nothing was found.

One police launch left the *Sui Yick* with a few Chinese on board, but whether they were passengers on the vessel was not ascertained. It is understood that they were taken to Central Police Headquarters for further investigation.

Now all the troops, who remain on board the *Sui Yick*, have been disarmed, they will be sent back if arrangements can be made with the railway.

FORTUNE TELLER'S DEATH.

MANSLAUGHTER CHARGE SEQUEL AT COURT.

On Monday, September 7th, Sum Yick Sui, a Chinese letter-writer and fortune teller, was sitting on the pavement in Wellington Street when he was run over by one of Messrs. A. S. Watson & Co.'s motor-lorries, which had been conveying aerated waters to a shop further up the street. The unfortunate man received such severe injuries that he died in the Government Civil Hospital a few hours later, the same day.

A sequel to this affair took place at the Central Magistracy yesterday afternoon before Mr. S. B. B. McElderry, when Cheung Fook Li, the driver of the lorry, was charged with manslaughter. Chief Inspector W. Kent prosecuted and Mr. M. K. Lo appeared for the defence.

Medical evidence, showed that the deceased man was admitted to the Government Civil Hospital, where his right leg was amputated. The man, however, died and a post-mortem examination revealed that he was also suffering from an internal injury. Death was alleged to be due to severe shock.

The case was adjourned until this afternoon, when Mr. Lo will submit points of law for the defence.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

FRENCH DEBT TO U.S.A.

PARIS APPEARS DOUBTFUL ABOUT SETTLEMENT.

LONDON, September 28th.—While Washington despatches are optimistic with regard to the prospect of a Franco-American debt settlement, Paris is doubtful.

Some papers even anticipate the failure of negotiations. Despatches from French correspondents at Washington, however, speak of the new French proposals possibly providing for initial annual payments of thirty instead of twenty-five million dollars, increasing in the decade to a maximum of approximately 100 million, payable in 22 years instead of 30. The Americans are now said to be ready to agree to maximum annuities of 120 million dollars.

M. Caillaux is said to have assured Mr. Mellon that no payment will be made to Britain and no Franco-British arrangement concluded without identical payment and an agreement with America. The incident of the loan to the Bank of France is reported to have been settled.

THE MOSUL WRANGLE.

ESTHONIAN GENERAL IS NOW APPOINTED TO INVESTIGATE.

GENEVA, September 28th.—The Council of the League of Nations has appointed the Esthonian, General Leidenor, as commissioner to investigate the Mosul deportations. He will be assisted by a Czech-Slovak Lieutenant.

General Leidenor will have two assistants, chosen from the League Council's Mosul Committee.

THE PERSIAN TROUBLE.

GOVERNMENT IS NOW TAKING FIRM STEPS.

TEHRAN, September 28th.—The Mejlis Minister of Public Works has declared that though the Government urgently supplied provisions in order to remove the general alarm, it has been found that the recent troubles on Wednesday, though based on the pretext of lack of provisions, had other motives. The Government has decided to investigate the matter and punish the instigators of the riots to prevent fresh outbreaks.

A TEST SHIP.

S.S. "ORVIETO" REACHES MELBOURNE.

MELBOURNE, September 28th.—Hitherto 382 seamen, charged in connection with the shipping strike have been sentenced.

The s.s. *Orviato*, which is regarded as a test ship, has arrived here. Only five of the crew went ashore and conferred with the strike leaders.

SHIPPING STRIKE.

BOATS SAIL FROM CAPETOWN.

CAPETOWN, September 28th.—The *Windor Castle*, *Kildonan Castle* both sailed with original crews. The *Kildonan Castle* is now the only mail boat remaining.

EARLIER CABLES.

U.S. AND THE LATE WAR.

M. GOURAUD PAYS TRIBUTE.

PARIS, September 27th.—Coincidentally with the Franco-American negotiations at Washington, a ceremony was held on a Champagne battlefield which was the scene of Franco-American co-operation in war time. The United States' Military Attache was present. M. Gouraud, unveiling tablets in the crypt of the monument at Ferno du Navarin in commemoration of the individuals killed, extolled the American troops' contribution to the victory.

LATEST CABLES.

CAMPAIGN IN MOROCCO.

RIFFS SUFFER HEAVILY IN FRENCH ADVANCE.

PARIS, September 28th.—A message from Fez states that the enemy suffered heavily in the course of the latest French advance. Fifty dead were found on the scene of the fighting and 24 were taken prisoners.

EARLIER CABLES. SUCCESSFUL FRENCH BOMB ATTACK.

PARIS, September 27th.—A message from Fez states that operations were opened further to the South-West near Wexman, where the French captured the villages of Hammar and Harzara, suddenly overwhelming strong Riff positions by the use of hand-grenades.

EARLIER CABLES.

[REUTER'S AMERICAN SERVICE.]

THE PRINCE'S TOUR.

HIS ROYAL HIGHNESS LEAVES FOR HOME.

BUENOS AIRES, September 27th.—H.R.H. the Prince of Wales sailed for England on board H.M.S. *Repulse* from Mar del Plata, escorted by a squadron of Argentine warships.

LATEST CABLES.

A FINE FUNCTION.

MAR DEL PLATA, September 28th.—On the eve of his departure, the Prince of Wales gave a banquet in honour of President Alvear, aboard H.M.S. *Repulse*, which was brilliantly illuminated. The function was a very splendid display and attended by the Argentine Cabinet Ministers, officials and society leaders, who affectionately bade farewell to the Prince.

The newspapers cordially pay a tribute to the Royal visit.

AGAINST THE FASCISTS.

AMERICAN DEMONSTRATION AGAINST ITALIANS.

NEW YORK, September 28th.—Crowds of anti-Fascists and pro-Fascists met the steamer bringing Italian delegates to the conference of the inter-parliamentary union notwithstanding police supervision. An unidentified anti-Fascist was shot and slightly wounded. Two Fascist sympathisers escaped.

VERA CRUZ RIOTING.

INDISCRIMINATE SHOOTING IS CAUSE OF TROUBLE.

VERA CRUZ, September 28th.—One man was killed and 50 wounded in rioting at the municipal elections. It is alleged that Senhor Lopez, the Red candidate, abstracted the balloting papers from one booth and the followers of Galvez, the opposing candidate, began shooting which became indiscriminate. Troops restored order. Numbers of Reds were arrested on a charge of inciting to revolt.

U.S. SUBMARINE LOST.

ALL HOPE IS ABANDONED FOR FINDING SURVIVORS.

BOSTON, September 28th.—All hopes of finding the occupants of the sunken submarine alive have been practically abandoned.

"MUCHAS GRACIAS."

H.R.H.'S SPEECH IN SPANISH.

Some 300 guests sat down to a luncheon on August 16th at the Park Hotel, Monte Video, given in honour of the Prince of Wales by the British Colony in Monte Video. The Prince created a very favourable impression by replying to the toast of his health: "Muchas gracias por esta linda fiesta. Viva el Uruguay!" (Many thanks for this fine reception. Long live Uruguay!). This little speech was received with tumultuous applause, and the guests returned the compliment by singing "For he's a jolly good fellow."

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

YELLOW RIVER FLOODS.

WORST FOR MANY YEARS IS REPORT.

PEKING, September 28th.—The Secretary of the China International Famine Relief Committee reports a further break on the main south dyke of the Yellow River, 10 miles west of Shihliu. It resulted in the worst flood of the river since 1887.

The effect of the first break on August 13th, which was announced some time ago, was only to flood an area of approximately 400 square miles between the inner and outer dykes. The latest disaster resulted in the unrestricted flow of the river southward, where part thereof may reach the Yangtze through the Grand Canal.

There is a bare possibility of the river entirely changing its course.

The Executive Secretary, Mr. Mallory, who with the chief engineer, Mr. Todd, has just returned from an inspection trip, announces that probably 1,600 square miles are already under water and 2,000,000 people more or less are affected. The Autumn crops are destroyed and probably hundreds drowned. Every hour the flooded area is increasing and the flow of the river is the only limiting factor to the extent of the catastrophe. The C.I.F.R.C. Shantung Committee has opened relief work with Yuncheng as the centre. Steps are being taken to enlarge the scope of these activities as need increases.

WORKING FOR PEACE.

CAMPAIGN IN PEKING TO DISPEL WAR RUMOURS.

PEKING, September 28th.—The Government is working hard to preserve peace and dispel war rumours. Mr. Wu Kuang Hsin, the War Minister, has returned from his visit to Feng Yu Hsiang. He is now variously reported as visiting Yueh Wei Chun or Sun Chuan Fang.

Yao Chen, the special delegate to Honan, has wired saying that Yueh Wei Chun has assured him of his peaceful intentions.

Teng Han Hsiang, after interviewing Li Ching Lin and obtaining his peaceful assertions, has gone on to see Hsiao Yao Nan. The Government is reported to have instructed Sun Pao Chi, who is present in recuperating at Hangchow, to see Sun Chuan Fang to urge him to keep the peace.

Sun Pao Chi is reported to have wired advocating that Sun Chuan Fang and Yang Yu Ting should meet to discuss their differences informally at Shanghai.

ONE STRIKE ENDED.

BUT ANOTHER ONE IS UNDER OPERATION.

SHANGHAI, September 28th.—All British Cotton Mills, have reopened, and the strike has ended. The Chinese Telegraph Administration operators struck to-day, for increased pay and better treatment.

AN ALLEGED PLOT.

RUSSIAN SOVIET PLOT IS RUMOUR—ED TO HAVE BEEN FOUND.

TOKYO, September 28th.—The *Yomi* reports that the police discovered that the Soviet Labour delegates banded to the Japanese Socialists 7,13,000 before coming to Japan. But the Police will not confirm or deny this statement. Most of those arrested, during the delegation's visit, were released but a few leaders are still being held pending further investigation.

THE NEW LOAN.

LONDON, September 28th.—The City Editor of the *Times* understands that the Colonial Office will probably arrange a loan of 23,000,000 for the relief of the credit stringency in Hongkong.

DASTARDLY BOMB PLOT.

ATTEMPT TO WRECK S.S. "TUCKWO."

SHANGHAI, September 27th.—When the Indo-China Steamship Company's *Tuckwo*, which arrived at Haikow this afternoon from Shanghai was about two miles above Wuhu on the evening of September 25th, a violent explosion, accompanied by dense smoke, occurred in the Chinese third-class accommodation.

Fire-prevention measures were taken, and no fire resulted, and the ship continued her voyage.

Enquiries into the cause of the explosion resulted in the finding of a cunningly contrived bomb, the cover of which was the outside container of a thermos flask which had been placed in an innocent-looking box. According to the story of the passengers, the box was brought aboard at Chinkiang by a Chinese who left the ship at Nanking and did not return.

Only slight damage was done by the explosion. Two Chinese passengers were slightly injured, and two bunks were wrecked. There had obviously been a determined and well-planned attempt to wreck the ship, which might have had the most serious results had the bomb exploded anywhere else than under a wide airshaft which gave the flame access to the open air and dissipated the force of the explosion.

This, combined with the excellent behaviour of the officers and crew, tended to allay any tendency to panic on the part of the passengers.

LATE MISS E. L. MCKEE.

ECHO OF RECENT SAD EVENT AT SINGAPORE.

Singapore was startled last March, when the news was passed around that one of the young American ladies of the world-cruising party on board the *Empress of France* had been taken off the boat seriously ill with small-pox; writes a correspondent of the *Singapore Free Press*. Later, people were stunned to learn that within two hours death had taken her from her position as the most popular member of that group. Her parents were compelled to remain in the Middleton Hospital for a fortnight's observation lest they too be claimed as victims of this dread disease.

After making necessary arrangements for a proper marking of their daughter's grave in the Bidadari Cemetery (the father, Mr. James N. McKee, of Johnstown, Penn., U.S.A.) accompanied the Rev. Edwin F. Lee on a visit to several institutions in Singapore, and on leaving stated that his interest would continue to abide in this corner of the world. As proof of this he has just sent \$5,000 (gold) to the Methodist Mission to establish the Edith Louise McKee Memorial Scholarship Fund, the income of which is to be used to assist worthy poor girls in Malaya to secure an education. Mr. McKee expects later to increase this amount in a substantial way.

Miss McKee had just graduated with the B.A. degree from Randolph-Macon College, Virginia, one of the best Women's Colleges in America, and was supplementing this education by a trip around the world. Surely by the measure now used, defeat is turned into victory, and because of her death many girls of Malaya will have the privilege of a larger life. The first to enjoy this privilege is to be the eldest daughter of Mr. Law, the hospital attendant who gave Mr. and Mrs. McKee most careful attention during their trying days in the hospital.

The only condition of the gift is that the girls who enjoy these scholarships in Singapore, shall place flowers on Miss McKee's grave on her birthday March 12th and on May 30th, which is "Decoration Day" in her homeland. In this way a beautiful spirit will surely continue to live in the womanhood of the new day that is dawning for Malaya.

STUPIDLY RECKLESS MOTORIST.

During the holiday I observed dozens of cases of stupidly reckless driving, writes "Contact" in *The Motor*. I was overtaken without a warning hoot by a driver of a small car as I was approaching the main road, and he was travelling very fast. Cars were passing in both directions along the main road that crossed ours. Did he slow down? Did he hoot? Not a bit of it: he shot across the main road at 40 m.p.h., missing another car by inches only, and careered on quite unperturbed, while I, like any other experienced motorist, brought my car to a standstill before attempting to cross.

OPIUM CHARGE.

GIRL'S STORY IN COURT.

At the Central Magistracy, before Mr. S. B. B. McElderry yesterday, a 19-year-old Chinese girl was charged with possession of 50 taels of opium which was discovered in a jar of salted shrimps.

Mr. C. A. S. Russ appeared for the girl.

Defendant said that she had been beaten by her father for stealing two cents. She had run away, and in Hollywood Road she met a strange man, who asked her to carry the jar for him. He gave her a few cents for doing so.

His Worship ordered the girl to be taken before the Po Leung Kuk. Her father, who is a boatman, was also advised to see the committee.

INTIMIDATION CHARGE.

ALLEGED SCHEME TO DEFRAUD THE REVENUE DEPARTMENT.

At the Kowloon Magistracy yesterday, the case was continued in which Tang On, a Chinese Revenue Officer, is charged with intimidating a Chinese distiller. He is alleged to have suggested a scheme to plaintiff by which the latter could defraud the Revenue Department.

Mr. Whyte-Smith prosecuted for the Crown, and Mr. Hugh-Jones defended.

Defendant gave evidence to the effect that money mentioned in the case was handed over to him as a bribe, and cross-examined by Mr. Whyte-Smith said he received certain information which he reported to his senior officer in Hongkong concerning complainant's distillery. The informers were employees in the complainant's wine shop.

His Worship again adjourned the case.

DROWNED EUROPEAN.

BODY RECOVERED AND IDENTIFIED.

The body of the European who fell overboard from a motorboat on Saturday night while proceeding from Blake Pier to the s.s. *Changie*, apparently to visit a friend on that vessel, was recovered by a Water Police launch from the harbour yesterday.

The body was found floating in the water near the Yaumatei Ferry wharf on the Hongkong side. It has been identified as that of Mr. T. Hining, second officer of the s.s. *Tungshan*, which is at present in the harbour. The deceased, it will be recalled from the report in the *Daily Press* yesterday, became sick while crossing the harbour and leaning over the side of the motorboat he overbalanced and fell into the water, where he was drowned.

The body of Mr. Hining was removed to the Victoria mortuary.

ACCIDENTS ON SUNDAY.

CYCLIST BADLY HURT.

A Chinese was seriously hurt on Sunday, when his bicycle came into collision with a bus belonging to the Kowloon Motor Bus Company at the junction of Cameron Road and Nathan Road. The man was taken to the Kwong Wah Hospital.

An accident occurred on the Praya East on Sunday, when a car driven by Mr. B. E. Mangham, of the Audit Office, collided with a small boy riding a bicycle. The bicycle was damaged, but the boy was not hurt, and ran away.

PIANO TREATMENT.

POINTS IN KEEPING A GOOD TONE.

It is much easier to keep a violin free from harmful, chilly damp than to preserve a piano from the many ills that may assail it. A piano should not be against an outside wall, in a draught, near an open window, nor too near a fire, says a writer in a London paper. It is very hard to keep the keys shut away from the sunlight, the ivory turns yellow; it is equally bad to leave a piano always open and neglected. It ought to have a cover to go all over it, and it must be put to bed at night.

A piano must also have its own regular "Medical Attendance." The Tunes who pays his periodical visits and can tell at once if anything is going wrong. It is false economy to employ a cheap piano-tuner, or have the poor instrument tuned only when by discordant squeals you imagine it requires attention. Above all, a piano must be played upon with intelligence, not slumped, to keep it tight, shut and unused is the worst possible treatment. Neglected and uncared for, its spirit faints, its touch becomes heavy and wooden, and the music in its soul dies away.

LITERATURE AS A TRADE.

A BAD TIME FOR AUTHORS.

In the current number of *The Author*, which is the organ of the Society of Authors, Mr. W. B. Maxwell, the well-known novelist, contributes an interesting article on the Trade of Authorship, and gives his reasons for believing that the rewards of literature were never more precarious, although in some cases they were never so rich.

There never was a period, he writes, when the trade of authorship was so lucrative as it can be, and sometimes is now-a-days; but it used to be a very much safer trade, and every year its security would seem to grow less. Authors not only have to gain a reputation; they are forced continuously to fight for its maintenance. Now-a-days a single very successful novel can bring its author a fortune—I mean, a fortune of respectable amount taking into consideration the changed value of money and the sharply graded subtractive force of the super-tax. But with the possibility of these great and hitherto undreamed of prizes for the lucky few there has come instability of position and precariousness of reward for the less fortunate many. Almost one might say that the old adage of "Nothing succeeds like success" should now be amended to "Nothing succeeds but success."

People drop out of money-making with terrible rapidity. One year an author may, so to speak, be at the top of the tree, eating the sun-warmed fruit of his highest branches, and a year or two later he may be at its base, gnawing the bark to keep body and soul together in the hard frost of winter. In other and plainer words, he may be fully employed, well paid, well praised; and then quite unexpectedly may find that the good time is over. Although he is doing as valuable work as ever, the work is no longer valued or the market for it has vanished.

In the book market, as I have hinted, the tendency would seem to be to cut up all the money among a comparatively few successes. I believe that the number of books that make nothing for anybody is enormously larger than it used to be. It may be noted that although readers still pretend to have their favourite authors they are not really faithful to them, as were the readers of a bygone generation.

Of course, literature might be gaining while authors were losing, but I do not think that this is the case. All those most competent to judge say there is less than a certainty, scarcely a likelihood, that a really good piece of literary work will be at once recognised. It is indeed alleged that the chances of books by new writers were never so adverse as they are now. This brings me back to what I am always saying and often being blamed for saying. We are not yet a literary nation.

"BOOTLEGGED" ALIENS.

A PREVALENT ILLEGAL TRADE EXPOSED.

[BY KATHLEEN USHER.]

America's "bootleggers," not content with their enormous profits out of rum-running, have started a subsidiary industry.

Forty thousand aliens, it has been officially estimated, were smuggled into America last year under a scheme, international in scope, which in dramatic interest rivals the exploits of the rum-runners.

An official investigator, who recently visited the Caribbean Sea reported to Mr. J. J. Davis, the United States Secretary for Labour, that 10,000 aliens are "bootlegged" in Cuba alone at a cost of \$25,000,000 a year.

"They come from all directions and by all means of transportation," he says. "Huddled in the dark holds of smugglers' vessels, they come with illicit rum and vile drugs."

The report also that the women make the short crossing from Cuba to Florida as the "wives" of officers in otherwise legitimately operated freight and passenger vessels at a cost, including their railway fare into the interior, of from \$90 to \$100. Passage on fast motor-boats is provided at an average cost of \$35 a passenger. As these small boats have a capacity of from 10 to 20 people the business is highly profitable.

Chinese have to pay the highest fees for passage—from \$150 to \$200 each—because of the ease with which they can be detected.

Ghastly tales are current as to the fate of some of these unhappy aliens. According to the *New York Times*, a Chinese in a schooner boarded by inspectors was found concealed in the engine-room.

"Still more gruesome," it is stated, "was the fate of Chinese who were tied in sacks and thrown overboard when a cutter chased the smuggling craft."

A Canary Island half-breed, with two accomplices, took from three to five aliens every week in rowing boats behind Morro Castle, at Havana, under pretence of getting them across to America and murdered the men in cold blood, throwing their bodies to the sharks after they had been stripped of valuables.

And 35 skeletons, we are told, are stretched out on the Florida Keys—all that remains of 35 aliens landed there by a smuggler with the assurance that another boat would pick them up and take them to New York. The boat never came.

HONGKONG WEEKLY PRESS.

WE ARE CONTINUALLY RECEIVING ORDERS FOR "COPIES OF EACH ISSUE OF THE HONGKONG WEEKLY PRESS PUBLISHED SINCE THE COMMENCEMENT OF THE STRIKE"

THESE ORDERS CANNOT BE FILLED BECAUSE MOST OF THE ISSUES HAVE BEEN SOLD OUT.

THERE ARE, HOWEVER, STILL ON HAND A FEW COPIES OF THE FOLLOWING DATES.

AUGUST 8TH.
AUGUST 29TH.

APPLICATION FOR THESE SHOULD BE MADE TO THE CITY OFFICE OF THE HONGKONG DAILY PRESS, 1A, CHATER ROAD. TELEPHONE CENTRAL 12.

The issue of August 8th contains the detailed reply by A. G. M. to Wu Hon Man's Manifesto. This reply analyses very fully the various contentions put forward by the Bolsheviks in their propaganda, and gives the British point of view. It should be kept on record as it will always be useful for reference purposes.

The issue of August 29th contains the full report of the great indignation meeting held at the Theatre Royal, together with the text of the Telegram sent to the Prime Minister.

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CURIOUS ARMY CUSTOMS.
CONTRADICTIONS OF RANK.

How many men, who served in the Great War, must have wondered at the many strange discrepancies and strange customs met with in their Military life. These, though now possibly out of date, all have a history, and when understood are romantically interesting.

Take the ranks of Officers. A Lieutenant is junior to a Major. Why then in a Major-General junior to a Lieutenant-General?

This dates from Oliver Cromwell's "New Model Army." In this the Commander-in-Chief was called the Captain-General. He had a Lieutenant-General for an assistant and a Sergeant-Major-General for Chief Staff Officer. (True these two were also commanding the Cavalry, and the Infantry respectively.) The other ranks then fixed were the same as exist at present, except that the present-day Major was then called Sergeant-Major, (and was the Regimental Staff Officer), and the Esquire (who carried the colours). These ranks, apparently, existed up to Wellington's day, for we find him improving the prospects of promotion for the R and F by instituting the new N.C.O. ranks of Sergeant-Major, and Colour-Sergeant. Consequently the word "Sergeant" had to be removed from the Officer ranks of Sergeant-Major-General, and Sergeant-Major, thus leaving these Officers called Major-General, and Major. Thus it happened that a Major-General became junior to a Lieutenant-General.

From these old-time ranks it will be seen that the word "Lieutenant" originally signified "assistant," viz., the Lieutenant-General was the "assistant" of the C-in-C, the Lieutenant-Colonel was the assistant of the Colonel and the Lieutenant was assistant of the Captain (who commanded the company).

Another curiosity of rank is the word "squire," as applied to the N.C.O. ranks of Lance-Corporal, and Lance-Sergeant. This is a direct relic of the middle ages, when the Barons had part of their following mounted and part on foot. When the mounted man had his horse killed under him, he had of necessity to fight on foot, but though he thus became for the time being a foot soldier, his lance proclaimed his former superiority, and entitled him to enjoy still a kind of local precedence over the common foot soldier—which has carried on to this day.

Saluting, too, is a relic of the very olden times: it might even be said to date from the days of knight errantry. In those days two knights meeting as friends would raise the visors of their helmets or, on special occasions would even take off their helmets altogether, with the underlying idea that by rendering themselves at a disadvantage, (or defenceless), to the other, the knight acting thus was rendering a courtesy. This act of removing the cap by way of courtesy still holds good in civilian circles, but for a soldier, the frequent removal of his head dress was a laborious accomplishment, (in the days of bearskins for instance), and so the Military salute was curtailed to the first movement of carrying the hand to the head. The palm of the hand turned to the front is a modern innovation, though based on antiquity, since the idea of showing the palm of the hand is obviously to show that it contains nothing. The soldier also turns his head towards the person saluted. This is a relic of the Saxon times, when it was only the soldier, (or man-at-arms), who was allowed to look his master full in the face, since he was "free born"—as a contradistinction to the "serf," who had to avert his head and even had to conceal himself when his "lord" passed by.

ARMED SALUTES.

Salutes with the rifle carry on the same idea of paying respect by rendering oneself defenceless, since the rifle is held up muzzle uppermost, (and therefore harmless), and is even pushed out towards the person saluted—almost as if it were being offered to the person thus honoured.

Naturally, sentries do not salute thus during the hours of darkness—the person saluted might be a foe, in which case the sentry would lose his rifle and his life for his foolishness, and the camp also might be surprised.

Salutes to Royalty or high personages by firing salutes with cannons are also a relic of the same underlying idea, since, in the old days when a battery had fired a salvo, it took some considerable time to reload, and therefore for that period the battery was technically powerless, and hence in the power of the personage thus honoured.

En passant, it might be noted the lowering of a flag by a ship at sea to another passing ship, (though this of course hardly concerns the Army), hints at the same idea, for this is a relic of the days of sailing ships, when a ship furled a sail to reduce speed when surrendering.

The salute with the sword is full of symbolism, and old associations, since the first and third motions are reminders of the Crusaders kissing the Cross, (viz., the hilts of their swords), before engaging in combat, while the second motion of lowering the point is the act of submission by lowering the guard, and thereby rendering the swordbearer defenceless. The saluting movements with the sword on the march, too, are relics of the olden time when officers carried short pikes, which used to be twirled in the salute with many a graceful flourish.

GUARDS AND SENTRIES.

It may be recollected that guards turn out to all armed parties, at reveille, at retreat, at tattoo, and for visiting rounds. There are some others, but the above might appear to the uninitiated to have been designed more for the purpose of inconveniencing the soldiers on guard than for any other reason.

In olden times guards were mounted chiefly on the gates of the town in which the troops were quartered. In those days, if the guard did not stand to arms, it is conceivable that a small hostile party might deceive the sentry by means of some forged permit, seize the gate, and let in their own main body, hidden close at hand, before help could reach the sentry. Again, it has always been the practice for armies to stand to arms at dawn and at dusk, since these are often propitious times for launching a surprise attack—hence the retention of the custom in times of peace (at reveille, and at retreat) so as to accustom the soldier to the practice.

"Tattoo" is more interesting. It is derived from the old Dutch meaning "time to close the taverns," and hence the troops had to resort to the local taverns. Those were the days of drunkenness, so at dusk it was necessary to send a party to collect the men enjoying themselves in the various inns. This party was accompanied by the Regimental drummers. "First Post" would be sounded when the party was ready to march off, and "Last Post" when it had returned, whereupon the guard would stand to arms to preserve the peace, since the camp or bivouac would very possibly be filled with drunken men. (In those days the quarter-guard faced inwards to guard the camp or quarters, and not outwards as at present.)

THE BAND AND COLOURS.

Some mention should be made of the Regimental Band, and the Regimental Colours, both hoary relics. Flags were used in battle from as far back as the day of Babylon. In the Middle Ages each Baron had his own standard so that his followers could distinguish him. The number of flags continually increased, till in the time of the Civil War every Officer had his own flag, and raised the Regiment—which latter often had no meaning. This obviously led to confusion, so, in the reign of Charles II, colours of more or less fixed types were introduced for the Colonel, the Lieutenant-Colonel, the Major, and the seven Captains. Later, in the reign of Queen Anne, the Colours of a Regiment were reduced to two, except for the Guards, each of the Battalions of which were allowed to carry one extra colour, signifying either the Colonel's, the Lieutenant-Colonel's, or the Major's colour, which custom has continued to the present day. Right up to the time of the battle of Waterloo, Colours, roughly six feet square, were still carried on half pikes, hence the staff of the Colours is still called the "Colour Pike," though the spear head has now been changed to the modern lion and crown.

Regimental Bands date from a very early time, in fact from feudal days, when the banners used to take the field in some comfort with a full complement of retainers and musicians. They had already learnt the value of the presence of a band to assist the progress of the fight by grouping the minstrels round the flag, the final rallying point, so that the combatants would know where to collect, should the flag be hidden by the clouds of dust thrown up by the fray. Now-a-days the first duty of a band is to assist the troops when on the march, thanks to the celebrated Marshal Saxe, early in the eighteenth century, who recognised that by keeping the men in step, much fatigue was saved them, their pace could be regulated at will, and precision of movement, (on which so much depended in those days), was assured. Drums were brought back from the wars of the Crusades, but the drum beats now in vogue are exactly the same as were copied from the German Landsknechts of the sixteenth century.

Bugles were originally German hunting horns, and were carried by the German Jagers in battle, whence the idea of Military bugles was taken, and the badge of the bugle assumed by Light Infantry. In those days of course bugles were very necessary to intimate to the soldier the time for the performance of his various duties, since watches were great rarities till well after the Peninsula War.

Of the many customs and observances found in military life, there is hardly one which has not been inherited or adapted from olden times. *Daily Express.*

A Paris second-hand dealer who was testing an old pair of field-glasses witnessed the first act of a double tragedy at the suburb of Romainville recently. Having cleaned the glasses, he focussed them on the slopes of the dismantled Romainville fort about 500 yards away when to his horror he saw a young man bending over the prostrate form of a woman backing viciously at her throat. Investigation by the police led to the discovery of a pretty fair-haired young woman aged 20, with her head almost severed. On the ground lay a razor with a broken blade.

"OUTLAWING WAR."

VIEWS OF A WOMAN JUDGE.

It is not generally known, even in America that a woman sits on the bench of the Supreme Court of the State of Ohio. "Mother of Presidents." This woman is Florence E. Allen, writes a Seattle correspondent to the Japan Chronicle. So far as I can learn, she is regarded as possessing all the qualities necessary for making a "just judge"—intelligence, poise, level-headedness and ability to express her opinion so as carry weight and conviction. She is the first woman to be elected to the bench of a State Court. A notable thing to which I wish to call attention is that she has recently come out quite publicly and squarely for treating war as a crime. The argument that she makes is a legal one. I may say here that a strong sentiment is growing up in America for classing war among the crimes. Judge Allen says that "Outlawry of war is not only the ideal but it is the practical and indispensable part of the machinery necessary to establish a warless world. We cannot stop war so long as we sanction its use. If for example the State of New York or the State of Ohio had perfect courts and had developed an admirably functioning government, they could not repress the crime of murder, arson or burglary unless those crimes had been put under the ban by being declared illegal. We could not stop murder if we sanctioned it by not declaring it a crime. The first step in the enforcement of law against crime is to declare the law. This is the case of the abolition of war. Even if the world had courts endowed with the attributes of perfectly functioning courts and had developed an admirably working government, it could not repress war unless the use of war in settling international controversy had been declared illegal." She says that the advocates of the outlawry of war believe in the substitution of a court of adjudication for the arbitrament of arms, and adds, "Passing a law against murder will not automatically do away with murder, but we cannot repress murder without such a law: no court can punish murder without a law against murder to administer. Passing a law against war will not automatically abolish war, but until we declare in law 'Thou shalt not war,' we shall not be able to abolish the use of armed force between the nations."

"War," says Judge Allen, "involves acts universally recognised as the subject of sound legislation, acts against which when done by individuals, an overwhelming degree of public sentiment already exists. It is not necessary to build up public opinion against murder; that opinion already exists. It is only necessary to apply to law against murder to nations as well as individuals, and public sentiment against the deliberate murder involved in aggressive war will be readily created. If it is a fallacy, in brief, to try to abolish war by 'making a law against it,' then it is a fallacy to try to abolish killing by making a law against it. Outlawry of war is practical and indispensable in enforcing measures against war, moreover, because such measures must be enforced mainly by public opinion. All laws are enforced mainly by public opinion. In the building of public opinion the declaration of the law is of the utmost importance. The public opinion of the nations cannot be aroused to enforce a law against war while it is still a sanctioned institution, for when war is declared, no matter how indefensible, aggressive and deliberate, the members of the nation which makes war become criminals if they oppose it. But if the United States had declared it to be its solemn policy never to enter upon aggressive war, those who opposed such a war, instead of being criminals, would be maintaining the solemn declaration of faith made by the nation. In other words, if the ban were placed upon the use of war in settling international controversy the 'militarists' who might endeavour to force a nation into war would be the criminals instead of those who oppose the use of aggressive violence among the nations. Until governments are put on record as having solemnly abjured the use of war, it will be impossible to build up to its highest potentiality public opinion against war."

LIEUT. O'LEARY, V.C.

Lieutenant Michael O'Leary, V.C., has been appointed chief of police at Crystal Beach, a Lake Erie summer resort. Lieutenant O'Leary was detained in Buffalo, U.S.A., in January, charged with smuggling aliens from Canada across the border, but was acquitted. He was then a railway employee at Fort Erie. Lieutenant O'Leary won his V.C. at Cuinchy in the early days of the war, when, single-handed, he rushed two of the enemy's barricades, shot five Germans, took two prisoners, bombed a machine gun, and saved a storming party from being wiped out.

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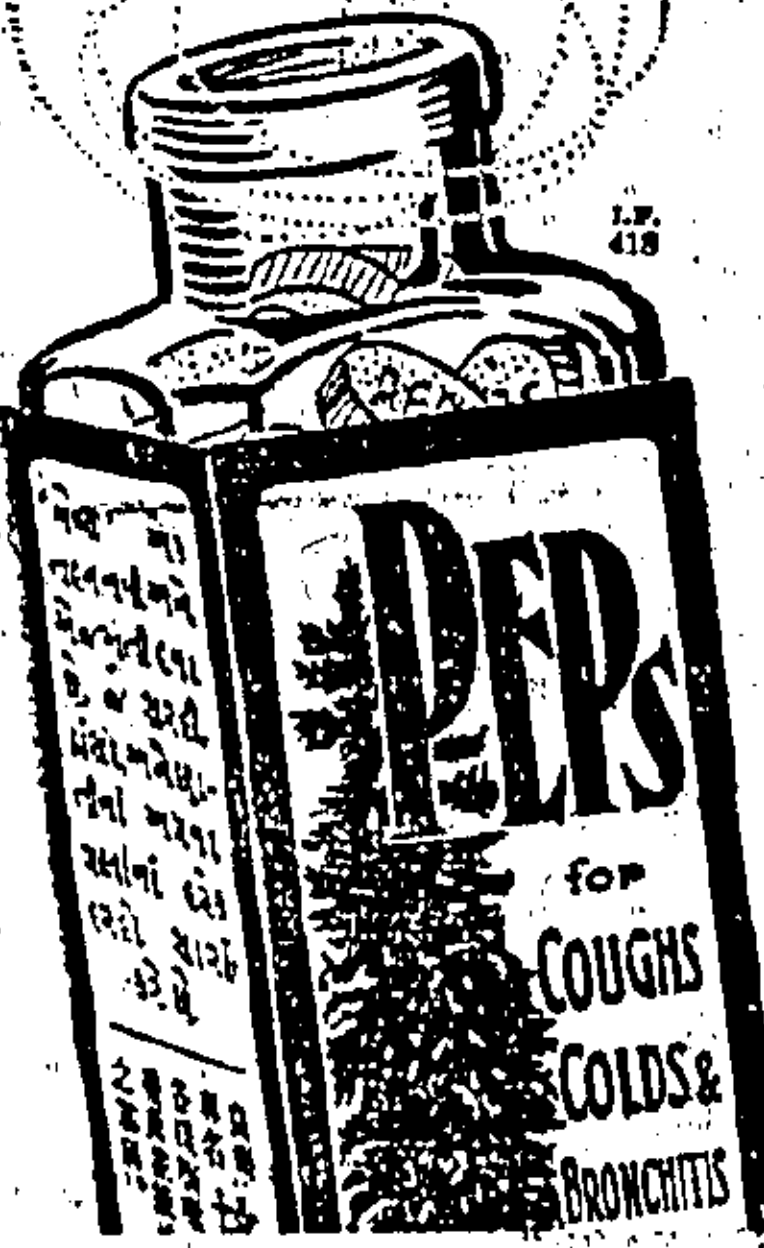
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BY TRAIN IN 1840. AN EARLY RAILWAY GUIDE.

A railway guide of 1840 is a temptation to feel superior to our grandfathers. Let us resist it! Wembley has never heard the Flying Scotsman whistle in shrill derision of Stephenson's Rocket; and the reticence which dignifies a locomotive may be emulated by man. But our grandfathers did want telling their way about.

Nor, putting magnanimity aside, do they deserve that we should keep a decent humility. They themselves were hubristic enough, if this old guide to the London and Birmingham railway expresses their thoughts. Just listen!

There has sprung into existence in a few years a piece of human workmanship of the most stupendous kind, which, when considered with respect to its scientific character, magnitude, utility, its harmony of arrangement, and mechanical contrivance, eclipses all former works of art. Compared to it, how shabby a structure would be the celebrated Roman wall, or even the more extensive one of the Chinese; as far from being fit to be mentioned in comparison with the railway, are merely uncouth monuments of the ignorance and superstition of their founder.

There is more of this sort of thing, so that one very nearly exclaims, in our grandfathers' own idiom, "Upon my word! These persons might have made a flying machine." Of course, they had not. E. C. and W. Osborne, who published the guide in a neat little volume of some 300 pages, illustrated with engravings and maps, implicitly assure us of that. Passengers had plenty of time, as the train "dragged its slow length along," to view the country through which they were adventuring. They can have missed no object of interest if they paid attention to E. C. and W. Osborne, whose own gaze is comprehensive, and their attention to minutiae a pleasing contrast to that of the law.

For example:—The train enters a cutting (near Acton), on the right of which may be seen a pleasant villa, the residence of Mr. Talbot. Leaving the gates behind, and Mr. Turner's farm the left. On the right (at Pinner) may be observed a pleasant white villa, the residence of the Rev. Mr. Unwin, the curate of Harrow Church, and soon afterwards, on the left-hand side may be observed the county residence of Mr. Thurny horse-dealer.

So the Osborne finger continues to point all the way to Birmingham. The whole Osborne hand has previously gripped our grandfathers' and led him under the "stupendous Grecian Doric portico" at Euston-grove to the station at Euston-square and straight up to the booking-office.

When our turn comes, we mention the place we are going to, and the station nearest it is named, together with the fare to that station; this sum we pay, and receive a ticket, which is forthwith stamped for us, on which the number of the seat we are to occupy, and all other necessary directions are printed. Ticket in hand, we proceed forwards through an entrance hall, and emerge beneath the spacious shedding, round which the traveller can scarcely cast a wondering gaze, when he is assailed by a policeman, who in a hurried tone cries "number of your ticket, sir," having obtained a glance of the ticket, the official immediately points out its owner's seat in the train and then hustles away to perform similar duty to others.

Does it not convey the very spirit of the pioneer? Where is your stout Cortez now! Properly silent on his peak in Darien. For there, indeed, were the first that ever burst, not into a sil sil sea, but into the jolting, jolting, bustling caravan company, with which the stagecoach may well have seemed a haven of rest. It is true the Osbornes are personally conducting them and have no intention of leaving anything to the unaided intelligence.

When a train arrives, it stops close to the parade at the up side, and the passengers step out upon it, and may, if they are disposed to ride to any part of the town, enter the omnibuses, cabs, or cars that are waiting for them, or if they choose to walk, they can go out through the gate.

The railway company was almost as strict as the Osbornes. Nobody might smoke on the stations, much less in the carriages. Passengers booked for the longest distance were preferred, when room was scanty to the little-goers, instant dismissal was the penalty for any of the company's servants who accepted a fee or gratuity in any circumstances whatever. A golden age—but not for the porter.

An endless rope drew the train up the incline from Euston to Camden Town, where the engine came on. We are told that the noise it made was at first "somewhat between a pant and a cough," but this became less distinct as speed increased. The picture of the engine is not impressive, but the little engravings of bridges and tunnels convey a reminder of fortified places, with towers and bastions. Euston still remains to suggest the Dorian mode of the early railway companies. The Birmingham station was as majestic as that at Euston. It was not on the site of the present great station at New-street, but apparently near the goods depot at Lawley-street, where we think we have caught a glimpse of a black, ponderous monument with outlines resembling the immaculately white structure that figures in the frontispiece to the Osborne guide.

The first-class fares between London and Birmingham were 3s. 6d. by night and 3s. by day; the second-class, 2s. and 2s. 6d. Most of the directors of the company bore names familiar to-day either in London or Birmingham; as (Continued at foot of next column.)

SYNTHETIC MOTOR FUEL. RECENT GERMAN EXPERIMENTS.

The Badische Anilin und Soda Fabrik in Ludwigshafen has published an explanatory statement regarding the nature of certain recent German chemical inventions said to be made by this firm or the Aniline Syndicate.

The statement says that various processes have recently been referred to in the newspapers in such a way as to lead one to think that they were all related. Most of these statements refer to the synthesis of methyl alcohol which has been on the market for some time, and which is manufactured by the Badische Anilin Company from coal dust and hydrogen under high pressure. This process, which has created much interest abroad, is protected by the American patent of the Badische Anilin of the year 1913, and now belongs to the Chemical Foundation.

COST AN OBSTACLE.

Methyl alcohol, as is already known, can be used as motor fuel; but its general application is impracticable on account of its cost. Scientific research is being continued, and the statement says, there are grounds for anticipating that a serviceable fuel will soon be available. Up to the present no definite result has been reached to justify the hope of furnishing Germany with a new native source of fuel supply. An alleviation of some such process is not possible in the immediate future and people are warned against premature hopes. The Badische Company participated in the purchase of the Stineke interest in the Riebeck-Montan-Werke and of the shares of the Evag Company because the dye syndicate had to extend its basis for supplies of lignite for the ammonia works and required a free hand for future developments.

A further invention of the Badische Company is a new product which can be added in small quantities to benzol for the purpose of preventing "knocking" in internal combustion engines. It is designed to serve as a substitute for the substance used in America for this purpose, but abandoned on account of its poisonous nature. Extensive trials are being carried out in Germany at present to establish its suitability and durability in practice. Its use would bring about a high compression in motors and permit a better utilization and economy of the fuel.

FIGHTING TROPICAL DISEASES.

The Badische Anilin und Soda Fabrik also refers to certain remarks of Herr Duisberg, with reference to the pharmaceutical department. Herr Duisberg spoke of the achievement and great progress made by the invention of Bayer 203 in the fight against sleeping sickness and against the tsetse fly. The firm was developing its province of research and recent results justified it in the belief that in regard to fighting tropical diseases successes were well within view which would carry them a considerable step forward in this direction.

HALL-MARKS.

HOW ARTICLES OF SILVER TELL THEIR STORY.

Everyone at some time or other has examined the hall-mark on an article of silver, writes a correspondent in a Home paper. But how many have been unable to read what that mark has to impart? It tells the skilled observer four things: The maker, the place where it was made; the quality; and the year of its manufacture. Few people know that gold and silver can be hall-marked in at least four places in England—London, Sheffield, Birmingham, and Chester—all of which have assay offices under the control of the Guardian of the Standard of Wrought Plate. It was at one time the exclusive privilege of the Goldsmiths' Company of London to mark plate, but in the early part of the 15th century a number of provincial centres were authorized. All with the exception of those named have been closed.

THE FOUR DESIGNS.

Examine the hall-mark on a piece of silver and you will find four little designs and by them you will learn much. One, a lion passant, will be found on all sterling silver. The other three differ according to the maker, the year in which the article was made, and the city in which it was marked.

If you find a leopard's head, then you know that the hall-marking was done in London; an anchor means it was done in Birmingham; a crown shows that it comes from Sheffield.

The initials you will see are those of the manufacturing firm, duly registered with the assay authorities. The solitary letter of the alphabet denotes the year of manufacture. It is changed every year and differs for each assay office. Connoisseurs attach very great importance to this letter, for it enables them to date the period to which the article belongs.

There is one other design that may sometimes be found, and that is the figure of Britannia. In that case the lion will be missing, for the article is "Britannia" and not sterling silver.

Carr Glyn, Ledsam, Barclay, Grenfell, Lowe, Phipps, Rathbone, and Sturge. The engineer-in-chief was R. Stephenson, Esq. The Osbornes left nothing out. But it will surprise Birmingham to learn that the oldest newspaper once printed itself on never printing a "political leader," and London might protest against its prisons being included among "places of general resort."

EARTH'S ERRATIC ROTATION. WHY THE MOON IS OFTEN LATE.

Is the length of the day—the rate of the earth's rotation—alternately diminishing and increasing slightly; and, if so, may not such fluctuations, which would necessarily produce corresponding fluctuations in our system of time-measurement, explain completely that old enigma of the irregularities in the moon's motion?

In other words, when the moon is observed to be ahead of, or behind, its predicted place, may not our prediction after all be correct and the error be on the side of our clocks which are really behind, or ahead of, respectively the true time? Evidence in favour of this suggestion, which is not a new one, has now been brought forward in the *Astronomische Nachrichten* by Dr. Innes, director of the Union Observatory, South Africa.

Every clock is standardized by the earth's rotation; if during one rotation of the earth it does not register the passage of exactly 24 hours, we say that it is going too fast or too slow. Thus, if the earth's rotation were fluctuating our clocks would be unable, by definition, to inform us of the fact. Theoretically, the monthly revolution of the moon round the earth should enable us to detect such fluctuations. For, for example, during a temporary slowing-up in the rotation, our clocks (which are regulated by the rotation) would be "losing," and the moon judged by our clocks would be ahead of its place; and vice versa.

MOON SELDOM TO TIME.

Now, in point of fact, as everyone knows, the moon is generally ahead of, or behind, its predicted place even after allowance has been made in that prediction for all known sources of disturbance. Indeed, it is this gain and loss on its predicted motion that has so profoundly puzzled the mathematicians of the last two centuries.

The late Professor Newcomb first suggested that this gain and loss might be only apparent and due merely to fluctuations in the length of the day, and hence in our clocks. But, he pointed out, if that were so, other bodies also should show a gain and loss running parallel to the gain and loss of the moon. When, however, he examined a two-hundred-year series of transits of Mercury he found no definite parallelism in the discrepancies in the places of the two bodies.

In the *Astronomische Nachrichten* Dr. Innes gives the results of an investigation of a series of transits of Mercury somewhat longer than Newcomb's series. Unlike Newcomb, he finds a distinct parallelism between the discrepancies in the motions of the two bodies. Furthermore, he has examined the discrepancies between the observed and calculated times of the eclipses of Jupiter's first satellite over the last 13 years, and those between the observed and calculated places of the sun over 20 years.

He finds that, these also, as far as they go, run parallel with those of Mercury and the moon. He concludes that these facts afford strong evidence that during the last 40 years the earth's rotation and hence our clocks have "gained" about 30 seconds.

This remarkable investigation will undoubtedly give rise to much discussion. If the results become confirmed they will in large part explain the irregularities in the moon's motion which have so long puzzled astronomers, they will necessitate new precautions in our methods of time-measurement, and they will create a new problem: what can be the cause of such large and rapid fluctuations in the rate of the earth's rotation?

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TJISALAK	S'HAU & AMOI	7th "	8th Oct.	AMOI & N. SHANGHAI
TOBA	JAVA	7th "	8th Oct.	AMOI & N. SHANGHAI
TJIBODA	JAVA	8th "	10th Oct.	MACASSAR & JAPAN
KAMBANGAN	AMOI	16th "	17th "	BATAVIA
TJIKINI	JAPAN	18th "	19th "	MACASSAR & S'HAU
CHITANEM	N. CHINA & AMOI	19th "		
TJILWONG				

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Hongkong, September 24th, 1925. [2682]

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SHIPPING NEWS

ARRIVALS.

September 25th.

Fenglee, Chinese str., 1,200 tons, Capt. T. Mori, from Amoy, with a general cargo, lying at buoy No. C98.—Yue Tai Hong.

Gallic Prince, British str., 3,300 tons, Capt. P. Marshall, from New York and Fankow, lying at buoy No. A8.—Furness (Far East).

Kyung, British str., 1,572 tons, Capt. G. A. Moore, from Bangkok and Hoibow, with a general cargo, lying at buoy No. B11. B. & S.

Sung Bee, B. str., 3,751 tons, Capt. R. S. Goss, from Rangoon and Singapore, with a general cargo, lying at anchor—Tuen Koo.

Suralaya, Japanese str., 2,728 tons, Capt. T. Takaki, from Sourabaya and Sandakan, with a general cargo, lying at buoy No. A32.—O.S.K.

Taijin Maru, Japanese str., 2,728 tons, lying at buoy No. C46.

September 28th.

Anakusa Maru, Japanese str., 1,200 tons, Capt. H. Yamada, from Hoibow, with a general cargo, lying at buoy No. C42.

Fan Sheng, Chinese str., 1,352 tons, Capt. Fing, from Tientsin and Shanghai, with a general cargo, lying at buoy No. B12.—J. M. & Co.

Glenapp, British str., 3,503 tons, Capt. W. E. Roberts, from London via Singapore, with a general cargo, lying at Kowloon wharf—Jardine, Matheson & Co.

Haining, British str., 325 tons, Capt. A. H. Stewart, from Foochow, with a general cargo, lying at Douglas wharf—Douglas, Lapraik & Co.

President Polk, American str., 6,201 tons, Capt. K. A. Aklin, from New York, and Shanghai. The former port she left on August 5th and the latter on September 25th, with a general cargo, lying at Kowloon wharf—Dollor S.S. Line.

Shidzuka Maru, Japanese str., 3,523 tons, Capt. S. Ito, from Seattle and Shanghai, with a general cargo, lying at buoy No. A31.—Nippon Yusen Kaisha.

Taiwan Maru, Japanese str., 1,234 tons, Capt. T. Ishigaki, from Keelung and Swatow, with a cargo of coal, lying at buoy No. C24.—O.S.K.

Fan Overstraten, Dutch str., 2,833 tons, Capt. H. Shinter, from Amoy, with a general cargo, lying at buoy No. A55.—J.C.L.L.

CLEARANCES.

September 28th.

Ekstrand, for Bangkok.

Jude, for Kwang Chow Wan.

Glenapp, for Shanghai.

President Polk, for Manila.

Suralaya, for Amoy.

Taiwan Maru, for Samarinda.

Akin Maru, for Yokohama.

Kunming, for Hongay.

SHIPPING NOTES.

The shipping statement for yesterday showed that the total number of vessels in the harbour at 9 a.m. was 88, of which 12 were British.

For the twenty-four hours ended at 9 a.m. yesterday, there were 11 arrivals, of which five were British, one Dutch, four Japanese and one Chinese. The departures for the same period numbered seven, including the *Huan Maru*, which left for Swatow.

The arrivals were the s.s. *Sung Bee* (Br.) from Rangoon and Singapore with 1,500 tons of general cargo and mail; the s.s. *Kyung* (Br.) from Bangkok and Hoibow with 2,700 tons of general cargo, 278 ballecks and 550 pigs; the s.s. *Hai Ning* (Br. Douglas Line) from Swatow with 500 tons of general cargo and mail; the s.s. *Gallic Prince* (Br.) from New York and Hankow with 11 tons of general cargo; the s.s. *Glenapp* (Br.) from Singapore with 500 tons of general cargo; the s.s. *Fan Overstraten* (Dutch) from Amoy with 14 tons of general cargo and mail; the s.s. *Taijin Maru* (Japanese) from Canton with a mail entry; the s.s. *Taiwan Maru* (Japanese) from San Francisco and Wosung with 102 tons of fresh fruits, old newspapers, potatoes, etc.; the s.s. *Shidzuka Maru* (Japanese) from Seattle and Shanghai with cotton yarn, potatoes, merchandise and mail; the s.s. *Suralaya* (Japanese) from Sourabaya and Sandakan with only a through cargo of sugar and general, and the s.s. *Fung Lee* from Amoy.

Arriving later in the day were the s.s. *President Polk* from the North with Shanghai mail and the s.s. *Tilawa* with the Japan mail.

The master of the s.s. *Suralaya Maru* which arrived here yesterday from Sourabaya and Sandakan, reported to the harbour office that the vessel went aground at Meridian Reef on the 18th instant, but was refloated the same day.

The silk forwarded from here by the R.M.S. *Empress of Canada* on September 4th, arrived in New York (St. John's Park) on September 25th, having been 21 days in transit.

VESSELS EXPECTED.

Empress of Asia (C.P.R.), due October 5th.

PASSENGERS.

ARRIVALS.

Per s.s. *Haining*, on September 28th: Mr. Scott, Mr. Beecham, Mr. Matthews, Mr. F. Hamby, Mr. S. Phoenix, and Mr. R. Dykstra.

Per s.s. *Glenapp*, on September 28th: Mr. Scott, Mr. Beecham, Mr. Matthews, Mr. F. Hamby, Mr. S. Phoenix, and Mr. R. Dykstra.

Per s.s. *President Polk*, on September 28th: Mr. and Mrs. J. M. Clinton, Mr. M. L. Eli, Mr. J. H. Geldart, Mr. P. Moolchand, Mr. Lim Kim Chi, Rev. C. C. Crisler, Mr. C. P. Cruz, Mr. A. Buchanan, Dr. H. Darby, Miss E. Dawson, Miss M. Decker, Mr. V. S. Giles, Mrs. V. Golden and two daughters, Prof. F. Griggs, Miss G. Harwich, Mrs. I. C. Hartigan, Dr. and Mrs. S. C. Harland, Mrs. B. Kyburz and two children, Mr. C. Loren, Mrs. G. D. Mahon, Miss W. E. Mann, Mrs. G. McJannet, Mr. and Mrs. R. W. Miller, Mrs. E. Mulharon, Mrs. M. E. Murphy, Mrs. L. E. Muzzali, Mrs. A. Schick and child, Mrs. L. A. Sweet and daughter, Mrs. H. J. Scholtes, Mr. and Mrs. John Summerett and five children, Mrs. H. Winters, Mr. A. T. Ennis, Mr. T. L. Gaultin, Mr. A. Hill, Mr. T. F. Lee, Mrs. E. S. Maury, Mr. and Mrs. W. D. Wisell, Mr. D. J. Carmichael, Mr. and Mrs. H. G. Weisbecker and daughter, Mr. and Mrs. Benjamin Hazara and daughter, Rev. and Mrs. O. M. Duck and two daughters, Mr. and Mrs. Clifford Manshardt, Mr. and Mrs. J. E. Dewett, Mr. H. A. Goetz, Mr. and Mrs. W. E. Mount, Mr. J. B. Mount, and Mrs. T. P. Riddle, Mrs. A. T. Klingon, Miss F. Mussett, Mr. and Mrs. A. G. Wermich, Mr. and Mrs. S. S. Wright, Mrs. B. Ziegler, Miss G. West, Miss K. Benade, Mrs. O. A. Craft, Miss L. Schmitt, Mr. M. Crews.

SHIPPING MOVEMENTS.

The P. & O. Co.'s s.s. *Nidda* left Singapore for this port on September 27th at 6 a.m., and is due here on October 2nd at about 4 p.m.

The Ben Line s.s. *Bearings*, from Leth, Middleboro, Antwerp and London, left Singapore for this port on September 26th and is due to arrive on October 2nd.

The R.M.S. *Empress of Australia* will leave here for Victoria and Vancouver, B.C., via Shanghai, Kobe and Yokohama at daylight on October 2nd.

The P. & O. s.s. *Maedonia*, from Hongkong arrived in London on September 25th at 8 a.m.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 28th.			
Day	Previous at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.78	29.77	29.74
Temperature	80	77	81
Humidity	81	88	82
Wind Direction	East	Calm	East
Force	3	0	2
Weather	OR	OM	O
Rain	0.80	0.00	0.06
Highest open-air Temperature at 5 p.m.	81		
Lowest open-air Temperature on 28th	75		

HONGKONG TIDE TABLE.

From Sept. 29th to Oct. 5th, 1925.					
HIGH WATER.			LOW WATER.		
Days of Week	Days of Month	H'kong Standard Time	Height	H'kong Standard Time	Height
Tues.	29	h. m.	ft. in.	h. m.	ft. in.
		8 19	5.4	1 44	1.6
Wed.	30	7 38	7.4	1 14	3.6
		8 48	5.7	2 22	1.6
Thur.	1	8 27	7.4	2 55	3.1
		9 15	6.0	3 51	2.7
Fri.	2	9 18	7.0	3 34	2.9
		9 45	6.3	3 36	2.9
Satur.	3	10 4	7.0	4 7	3.0
		10 14	6.6	4 7	3.0
Sun.	4	10 51	6.5	4 22	2.9
		10 43	6.7	4 39	2.7
Mon.	5	11 39	6.0	5 10	2.0
		11 11	6.8	5 9	3.2

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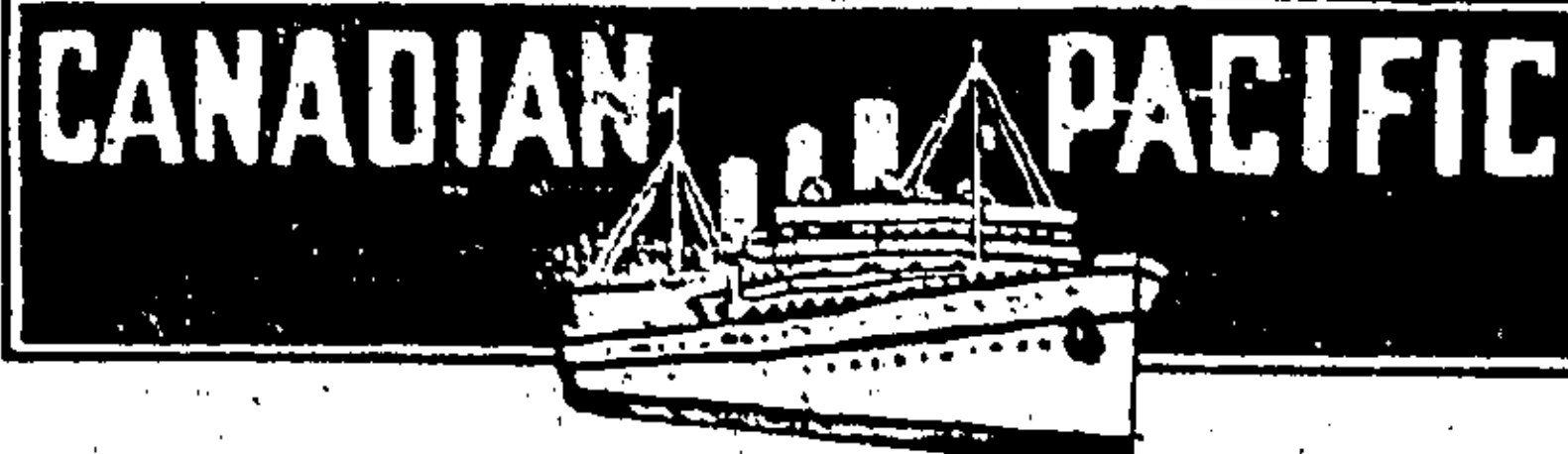
from.....1925, to.....

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of the MEETINGS of the
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Revised by the Members.

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STEAMERS.	H'kong.	Shanghai.	Kobe.	Yokohama.	Yokohama.	Yokohama.
Leave.	Leave.	Leave.	Leave.	Leave.	Leave.	Leave.
EMPRESS OF AUSTRALIA	Oct. 3	Oct. 13	Oct. 13	Oct. 21	Oct. 24	Oct. 24
EMPRESS OF ASIA	Oct. 13	Oct. 13	Oct. 13	Oct. 21	Oct. 24	Oct. 24
EMPRESS OF CANADA	Oct. 30	Nov. 2	Nov. 4	Nov. 7	Nov. 16	Nov. 16
EMPRESS OF RUSSIA	Nov. 12	Nov. 15	Nov. 15	Nov. 21	Nov. 30	Nov. 30
EMPRESS OF AUSTRALIA	Nov. 27	Nov. 30	Dec. 2	Dec. 5	Dec. 16	Dec. 16
--- 1926 ---						
EMPRESS OF ASIA	Jan. 7	Jan. 10	Jan. 13	Jan. 18	Jan. 25	Jan. 25
EMPRESS OF CANADA	Jan. 22	Jan. 25	Jan. 28	Jan. 30	Feb. 8	Feb. 8
EMPRESS OF RUSSIA	Feb. 5	Feb. 8	Feb. 11	Feb. 13	Feb. 22	Feb. 22
EMPRESS OF AUSTRALIA	Feb. 19	Feb. 22	Feb. 25	Feb. 27	Mar. 10	Mar. 10
EMPRESS OF ASIA	Mar. 5	Mar. 8	Mar. 11	Mar. 13	Mar. 22	Mar. 22
EMPRESS OF CANADA	Mar. 19	Mar. 22	Mar. 25	Mar. 27	Apr. 5	Apr. 5
EMPRESS OF RUSSIA	Apr. 2	Apr. 5	Apr. 8	Apr. 10	Apr. 19	Apr. 19
EMPRESS OF AUSTRALIA	Apr. 16	Apr. 19	Apr. 22	Apr. 24	May 5	May 5
EMPRESS OF ASIA	Apr. 30	May 3	May 6	May 8	May 17	May 17
EMPRESS OF CANADA	May 15	May 18	May 21	May 23	May 31	May 31
EMPRESS OF RUSSIA	May 29	May 31	June 3	June 5	June 14	June 14
EMPRESS OF AUSTRALIA	June 11	June 14	June 17	June 19	June 28	June 28
EMPRESS OF ASIA	June 25	June 28	July 1	July 3	July 12	July 12

(E Asia and E Russia call at Nagasaki the day after departure from Shanghai.)

HONGKONG-MANILA-HONGKONG SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Oct. 7	Oct. 2	EMPRESS ASIA	Oct. 10
Oct. 21	Oct. 16	EMPRESS CANADA	Oct. 24
Nov. 4	Nov. 6	EMPRESS RUSSIA	Nov. 7

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HAKONE MARU ... Wednesday, 30th Sept., at 11 a.m.

SUVA MARU ... Saturday, 10th Oct., at 11 a.m.

FUSHIMI MARU ... Saturday, 24th Oct.

HAMBURG via LONDON & ROTTERDAM

MITO MARU ... End of Oct.

LIVERPOOL via ADEN & MARSEILLES.

DURBAN MARU ... Saturday, 3rd Oct.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU ... Wednesday, 21st Oct. at 11 a.m.

MISHIMA MARU ... Wednesday, 13th Nov.

NEW YORK and/or BOSTON via PANAMA.

LISBON MARU ... Monday, 12th Oct.

BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.

AWA MARU ... Monday, 2nd Nov.

CALCUTTA via Singapore, Penang & Rangoon.

MURORAN MARU ... Wednesday, 9th Oct.

BOMBAY via Singapore, Penang & Colombo.

TOYOOKA MARU ... Tuesday, 29th Sept.

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU ... Thursday, 15th Oct.

SHANGHAI, KOBE & YOKOHAMA.

DELAGOA MARU ... Saturday, 3rd Oct.

TOKUSHIMA MARU (Moji direct) ... Tuesday, 6th Oct.

HAKUSAN MARU ... Tuesday, 6th Oct.

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SHANGHAI	... "TAKSANG"	... Friday, 2nd Oct., at 7 a.m.
SHANGHAI	... "TAKSANG"	... Saturday, 3rd Oct., at 3 p.m.
SHANGHAI	... "TAKSANG"	... Monday, 12th Oct., at Noon
SHANGHAI	... "TAKSANG"	... Monday, 12th Oct., at 3 p.m.
SHANGHAI	... "TAKSANG"	... Saturday, 17th Oct., at 3 p.m.

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"GLENSANDA" ... 1st Nov. "GLENAMOV" ... 3rd Oct.

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Sailings from Singapore on 6th of every month by "CITY OF PALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa.
 Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to—

THE BANK LINE LTD.

Tel. Cent. 4791.

BOSTON, NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

SS. "WALTON HALL" ... via Suez Canal ... 7th Oct.
 SS. "EURYLOCHUS" ... via Suez Canal ... 19th Oct.
 SS. "LANGTON HALL" ... via Suez Canal ... 26th Oct.
 SS. "PYRRHUS" ... via Suez Canal ... 19th Nov.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

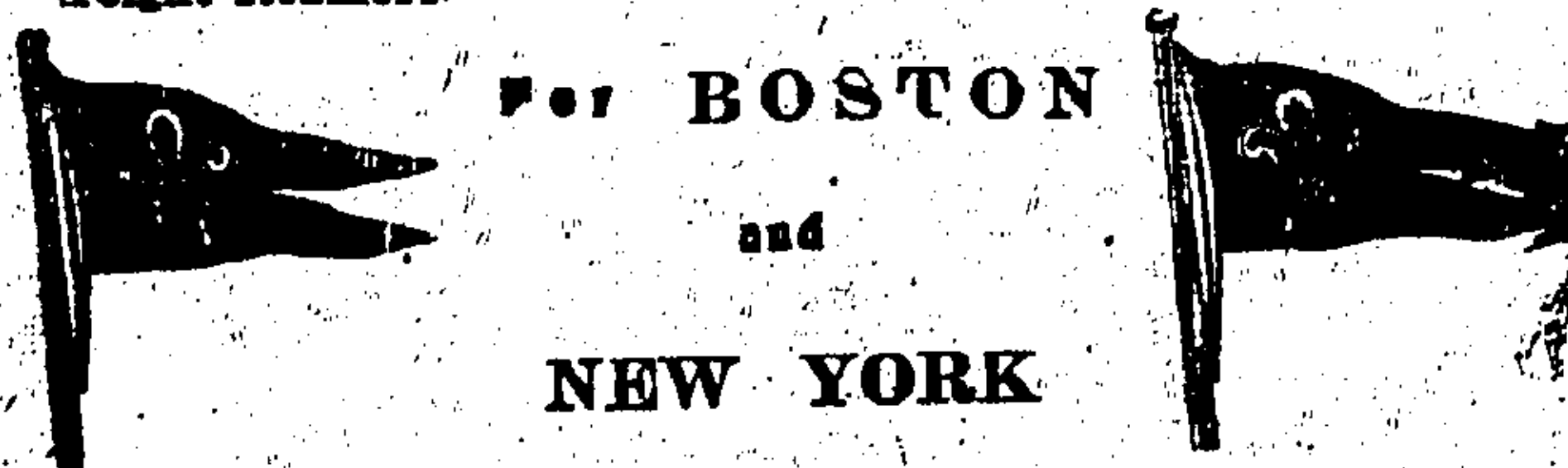
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For Freight and Particulars, apply to—

SUTTERFIELD & SWIRE OR **THE BANK LINE, LTD., HONGKONG.**
HONGKONG AND CANTON. **JARDINE, MATHESON & CO., LTD., CANTON.**

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.



SS. "GAELIC PRINCE" ... 30th Sept., 1925.

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone Central 516.

Falmouth, Falmouth.

(Incorporated in Great Britain)

King's Building.

WITHOUT PURE BLOOD, HEALTH IS IMPOSSIBLE.

VETARZO BLOOD MEDICINE
 Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in disease arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, eruptions and glandular swellings, bad legs, abscesses, ulcers, eczema, gonorrhea, rheumatism, gutta serena, etc. It improves the general health and quickly removes long-standing irritations, aches and aches, skin eruptions, spermatic congestion, etc. See often the progress of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH.
VETARZO BLOOD MEDICINE
VETARZO REGULATORS—Safe and Reliable.

Wholesale Price 3s. (other 6s.). The **VETARZO REMEDIES CO.**, General One, W.W.S. London, Eng. Unimpaired Dealers may try to sell you something else or extra profits, do not accept it. Insist on having **VETARZO**. The genuine has words **VETARZO REMEDIES** on Government Stamp. Sold by Leading Chemists.

P. & O. British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, BURMA, ORIENT, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
 (Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"KARMALA"	9,138	1st Oct. Noon	Marseilles, London & A'werp.
"SUDDAN"	9,696	14th Oct.	S'pore, Penang, Colombo & B'bay.
"MALWA"	19,941	17th Oct.	Marseilles & London.
"SIOLIA"	9,613	28th Oct.	S'pore, Penang, Colombo & B'bay.
"KRIYA"	9,135	31st Oct.	Marseilles, London & Antwerp.
"MANTUA"	10,903	14th Nov.	Marseilles & London.
"KALYAN"	9,144	28th Nov.	Marseilles, London & Antwerp.
"KASHMIR"	9,335	10th Dec.	S'pore, Penang, Colombo & B'bay.
"MOBEA"	10,911	13th Dec.	Marseilles & London.
"KASHGAR"	9,095	26th Dec.	Mars, London & Antwerp.
"MACEDONIA"	11,089	9th Jan.	Marseilles & London.
"KHYBER"	9,114	23rd Jan.	Marseilles, London & A'werp.
"DELTA"	9,097	4th Feb.	S'pore, Penang, Colombo & B'bay.
"MALWA"	19,941	17th Feb.	Marseilles & London.
"KARMALA"	9,089	28th Feb.	Mars, L'don, & A'werp.
"MANTUA"	10,902	10th Mar.	Marseilles & London.
"KRIYA"	9,135	24th Mar.	Mars, L'don, & A'werp.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"TILAWA"	10,005	30th Sept. 1 p.m.	S'pore, Penang, Rangoon & Calcutta.
"TALAMBA"	8,018	9th Oct.	Singapore, Penang & Calcutta.
"TALMA"	10,000	20th Oct.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"ARAFURA"	9,000	6th Oct. 10 a.m.	Manila, Sandakan, Tharadey
"ALABAMA"	9,000	4th Nov.	Manila, Sandakan, Tharadey
"ALABAMA"	9,000	2nd Dec.	Manila, Sandakan, Tharadey
"ALABAMA"	9,000	6th Jan.	Manila, Sandakan, Tharadey
"ALABAMA"	9,000	3rd Feb.	Manila, Sandakan, Tharadey
"ALABAMA"	9,000	3rd Mar.	Manila, Sandakan, Tharadey

SS. "Arafura" calls at Lilo and Kolombangara.

The P. & O. S.S. Co., Ltd. steamers will also call at Singapore, Hong Kong, Canton, Amoy, Swatow, Penang, Malacca, or other ports en route as convenient.

Frequent connections from Australia with the following—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Hong Kong, Swatow, Penang, Malacca, or other ports en route as convenient.

The P. & O. S.S. Co., Ltd. steamers will also call at Singapore, Hong Kong, Canton, Amoy, Swatow, Penang, Malacca, or other ports en route as convenient.

The New Zealand Shipping Co.'s Steamers for Southampton via London via the Suez Canal.

SAILINGS TO SHANGHAI AND JAPAN

"KRIYA"	9,135	2nd Oct.	Shanghai, Moji & Kobe
"SIOLIA"	9,613	3rd Oct. D.L.	Shanghai & Kobe
"ST. ALBANS"	9,601	10th Oct.	Moji, Kobe & Yokohama
"GABRIEL"	9,337	18th Oct.	Shanghai, Moji, Kobe & Osaka
"KALYAN"	19,941	17th Oct.	Shanghai, Moji & Kobe
"MALWA"	9,144	1st Nov.	do.
"TANDA"	9,000	7th Nov.	Moji, Kobe & Yokohama
"MUKKA"	10,911	14th Nov.	Shanghai, Moji & Kobe
"KASHMIR"	9,335	28th Nov.	Shanghai, Moji & Kobe
"SUDDAN"	9,696	1st Dec.	Shanghai & Kobe
"MACEDONIA"	11,089	13th Dec.	Shanghai, Moji & Kobe
"ARAFURA"	9,000	12th Dec.	Shanghai, Moji & Kobe
"KRYBER"	9,114	25th Dec.	Shanghai, Moji & Kobe
"MALWA"	19,941	9th Jan.	Shanghai, Moji & Kobe
"DELTA"	9,097	23rd Jan.	Shanghai, Moji & Kobe
"ST. ALBANS"	9,601	30th Jan.	Moji, Kobe & Yokohama
"KARMALA"	9,089	3rd Feb.	Shanghai, Moji & Kobe
"MANTUA"	10,903	17th Feb.	Shanghai, Moji & Kobe
"KASHMIR"	9,335	28th Feb.	Shanghai, Moji & Kobe
"TANDA"	9,000	6th Mar.	Shanghai, Moji & Kobe
"KRIYA"	9,135	20th Mar.	Shanghai, Moji & Kobe
"MOBEA"	10,911	3rd Mar.	do.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

All Cables are fitted with Electric Fans free of charge.

Parcels Measuring not more than 3 1/2 ft. x 1 1/2 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handicrafts, etc., apply to—

MACKINNON, MACKENZIE & CO.

P. & O. Building, (Opposite) Road Central, HONGKONG. Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

FOR
SWATOW, AMOY & FOCHOW
 AND RETURN
 (Occupying 9 or 10 Days)

*RAINING ... Capt. A. H. Stewart ... Thursday, 1st Oct., at 3 p.m.
 *Sailing at Swatow and Amoy for Passengers only.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

Round Trip Tickets will be issued from Hongkong to Fochow (Parade Anchorage) and return by the same steamer by the "HAI-SING," "HAI-HONG" and "HAI-CHING" at the Reduced Rate of \$40.00 including Meals while the steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAFRAIR & CO.

General Agents.

CHINA NAVIGATION CO., LIMITED.

HONGKONG	"NANNING"	On 29th Sept.	10 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 29th Sept.	4 p.m.
SWATOW & SHANGHAI	"LINAN"	On 29th Sept.	4 p.m.
HAIPHONG	"PARKHOI"	On 1st Oct.	10 a.m.
HOIHOW & SINGAPORE	"CHINHUA"	On 2nd Oct.	11 a.m.
SHANGHAI	"LIANGCHOW"	On 2nd Oct.	4 p.m.
BANGKOK	"KAYING"	On 3rd Oct.	4 p.m.

For Freight or Passage apply to— **SUTTERFIELD & SWIRE.**
 Telephone Central 55. Agents.

CARGO AND PASSAGE OAK BE ISSUED AT THE OFFICE OF SUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, Ltd.**"CHANGTE"**

This Vessel will sail hence on her maiden voyage on Wednesday, Sept. 30th, at 10 a.m.

FOR—
 MANILA, ZAMBOANGA, PORT BANGA, THURSDAY ISLAND, AND AUSTRALIAN PORTS
 THROUGH BILLS OF LADING ISSUED TO ALL AUSTRALIAN, NEW ZEALAND AND TAIWANIAN PORTS.

THIS NEW VESSEL IS FITTED WITH THE FINEST AND MOST UP-TO-DATE FIRST AND SECOND CLASS PASSENGER ACCOMMODATION.
 (Sailing Subject to Alteration)

For Freight and Passage, apply to—**SUTTERFIELD & SWIRE.**
 Tel. C. 55. Agents. 14

DODWELL & CO., LTD.**NEW YORK BERTH**

LOADING FOR MANILA, BOSTON, NEW YORK.

SS. "BOWES CASTLE" ... Sails 6th Oct.

LLOYD TRIESTINE.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FUMME).

TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

£66.**NEXT SAILINGS.**

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

SS. "ROSANDRA"	...	Sails 10th Oct.
SS. "STIVIO PELLICO"	...	Sails 12th Oct.
SS. "NIPPON"	...	Sails 10th Nov.
SS. "PERBIA"	...	Sails 12th Nov.
SS. "VIMINALE"	...	Sails 10th Dec.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

SS. "DUCHESSA D'AOSTA"	...	Sails 25th Sept.
SS. "ROSANDRA"	...	Sails 31st Oct.
SS. "NIPPON"	...	Sails 16th Dec.
SS. "VIMINALE"	...	Sails 31st Dec.

NATAL LINE OF STEAMERS.

FROM CAIRO, COLOMBO TO SOUTH AFRICAN PORTS

SS. "UMZUMBI" ... Sails 1st October

Regular Passenger and Cargo Service to South African Ports
 Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED

Telephone Central 1034. Agents. 17

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUALS

Mail Steamers	Next Sailings from Marseilles	Pro. Arr. at Hong Kong and Sailings for S'hai and Japan	Probable Sailings from Hongkong for Marseilles
CHANTILLY	...	...	23rd Sept.
PORTHOS	...	...	13th Oct.
D'ARTAGNAN	...	...	27th Oct.
ANGKOR	...	...	10th Nov.
ANGERS	...	...	24th Nov.
ANGEE LEBON	...	...	8th Dec.

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance)

A CLASS (1st Class) ... \$5.00 Od. B CLASS (1st Class) ... \$5.00 Od.

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Canoes Boats)

loading for HAVRE, ANTWERP

& DUNKIRK about

SS. "TANG-TSE" from DUNKIRK, LONDON & HAVRE is due to arrive about 24th September.

Sailings subject to alteration without notice.

For full Particulars, apply to—

MESSAGERIES MARITIMES CO.,
 Telephone Central 760. Agents. 18

